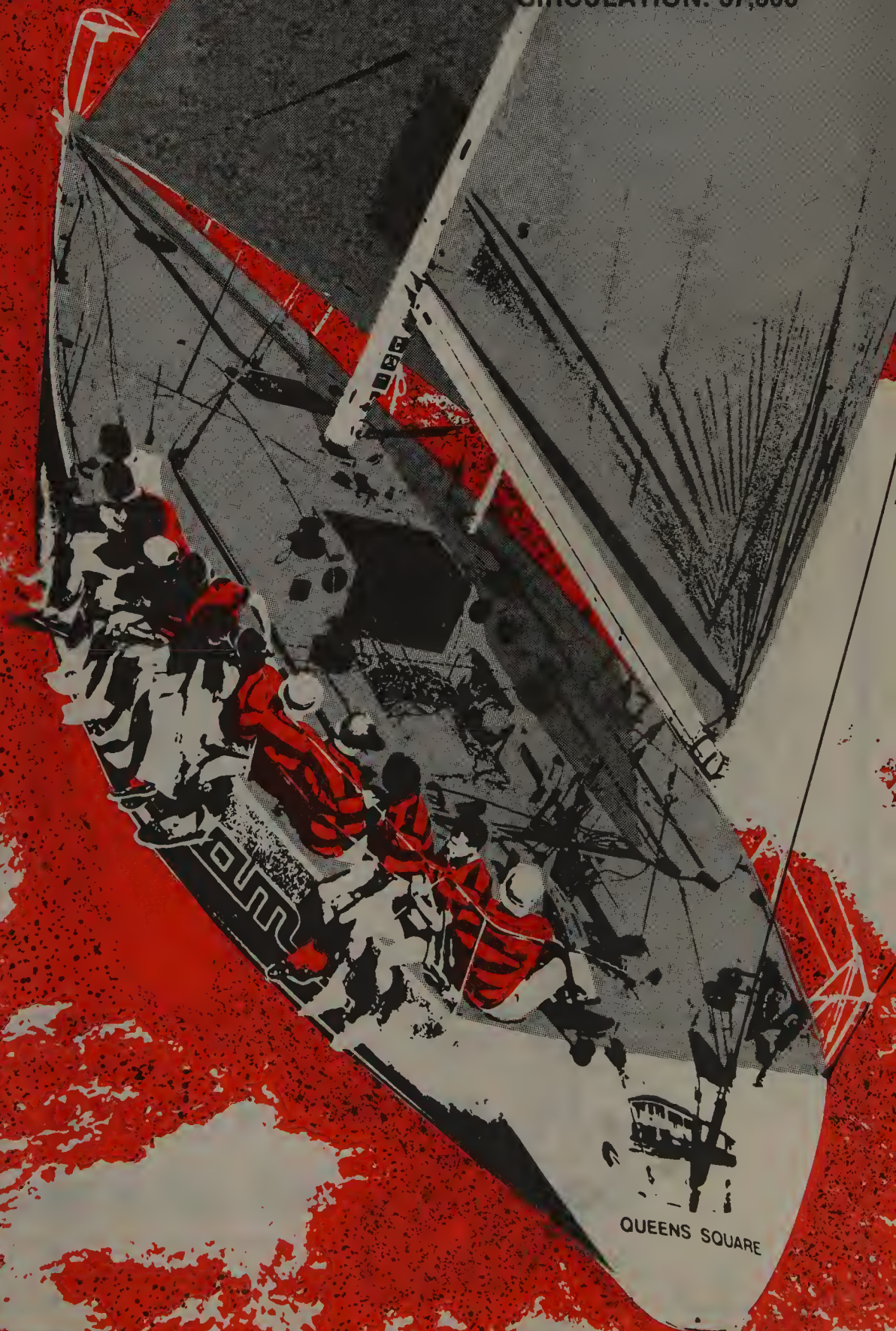


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VOLUME 90, DECEMBER 1984

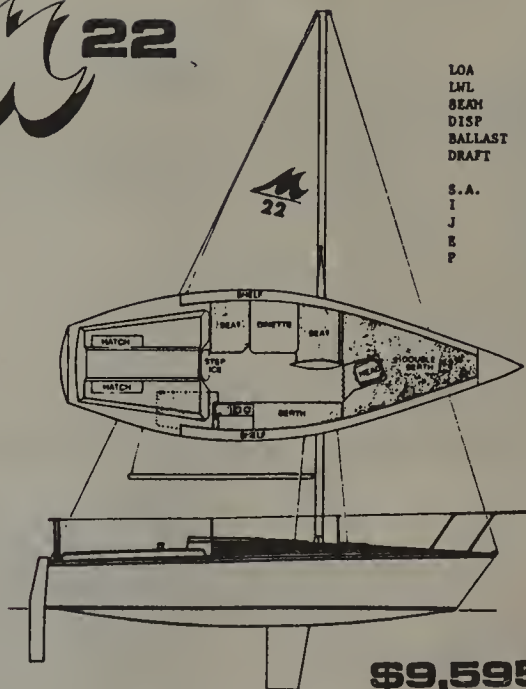
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22

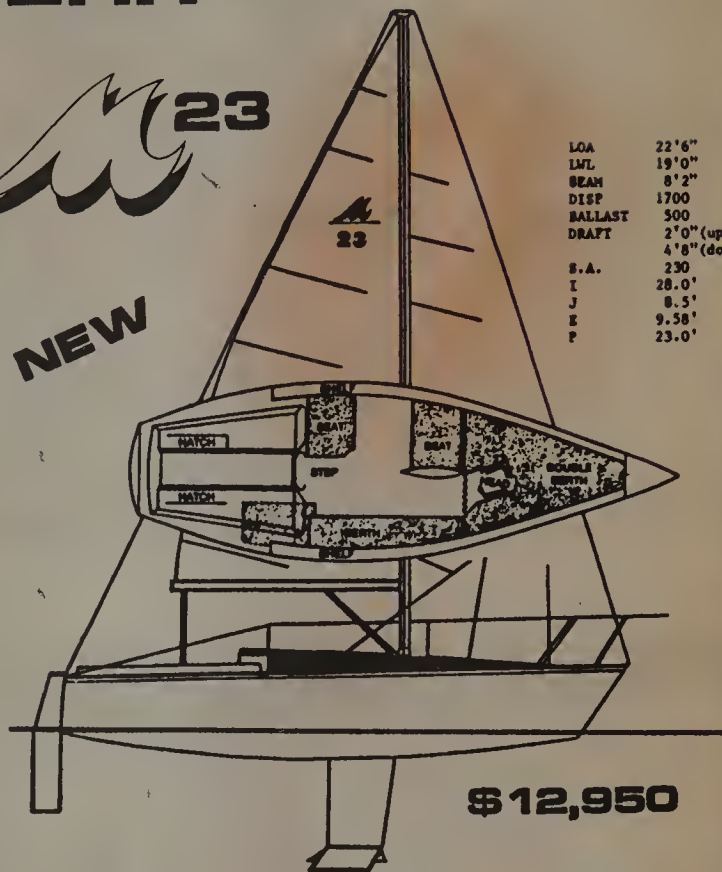


| | |
|---------|--------------------------|
| LOA | 22'0" |
| LWL | 18'0" |
| BEAM | 8'0" |
| DISP | 2000 |
| BALLAST | 600 |
| DRAFT | 2'0" (up) 4'0" (down) |
| S.A. | 225 |
| I | 28.0' |
| J | 8.25' |
| E | 9.60' |
| P | 23.0' |

\$9,595*

23

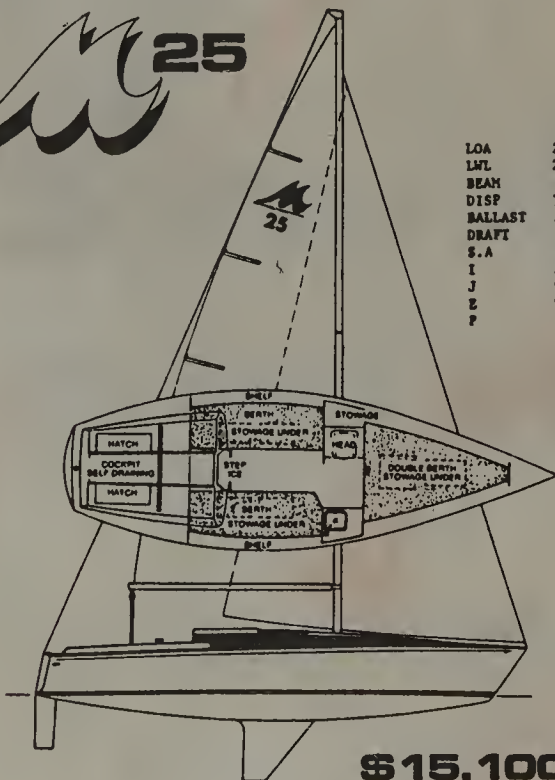
NEW



| | |
|---------|--------------------------|
| LOA | 22'6" |
| LWL | 19'0" |
| BEAM | 8'2" |
| DISP | 1700 |
| BALLAST | 500 |
| DRAFT | 2'0" (up) 4'8" (down) |
| S.A. | 230 |
| I | 28.0' |
| J | 8.5' |
| E | 9.58' |
| P | 23.0' |

\$12,950

25

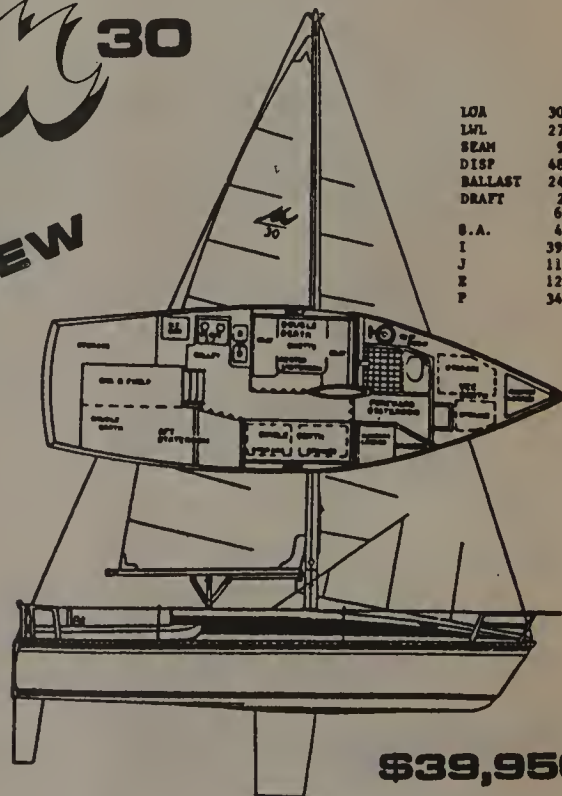


| | |
|---------|--------|
| LOA | 25'0" |
| LWL | 20'6" |
| BEAM | 8'0" |
| DISP | 2900 |
| BALLAST | 1050 |
| DRAFT | 4'0" |
| S.A. | 286 |
| I | 28.75' |
| J | 9.66' |
| E | 9.75' |
| P | 28.0' |

\$15,100*

30

NEW




| | |
|---------|--------------------------|
| LOA | 30'0" |
| LWL | 27'0" |
| BEAM | 9'6" |
| DISP | 4800 |
| BALLAST | 2400 |
| DRAFT | 2'0" (up) 6'4" (down) |
| S.A. | 450' |
| I | 39.0' |
| J | 11.75' |
| E | 12.33' |
| P | 34.0' |

\$39,950

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"Bloom County"

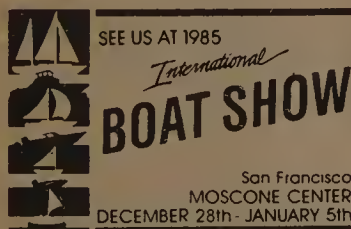
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Peter Carrick

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\$49,500



DREADNOUGHT 32 KETCH—NEW

This seaworthy yacht is a replica of the famed Tahiti ketch "Adios". She comes equipped with four tanbark sails, a Saab diesel engine, and diesel stove. She is beautifully finished in solid oak and teak plus parquet cabin sole.

\$79,000



BB-10 —1982

This handsome family racer has established an outstanding record in Danish waters plus Atlantic crossings. Sound, seaworthy, and handsome, she will burn up the race course or provide delightful day-sailings. Loran, auto-pilot, and teak decks.

\$45,000

SELECT BROKERAGE

| | |
|---|---------|
| * 23' RANGER 23, 1972, Epoxy undercoat, clean | 11,500 |
| 24' CAL 2-24, 1969, Good starter boat, heavy rigging | 7,500 |
| 25' MERIT, 1979, New L.P.U., 14 sails | 16,900 |
| 26' INT'L FOLKBOAT, 1978, Wndvn, RDF, Spinn. Dodg | 23,000 |
| 26' BALBOA 26, 1969, Roomy family boat | 11,000 |
| * 26' PEARSON 26, 1975, TWO, FROM | 13,500 |
| 26' CONTESSA, 1983, Full keel cruiser, sacrifice | 30,000 |
| 27' SANTANA 27, 1971, Diesel, spinnaker | 18,000 |
| 27' ALVIN VEGA, 1974, Swedish full keel cruiser | 18,500 |
| * 27' ERICSON, 1976, THREE, FROM | 21,900 |
| 27' CAL T/2, 1973, Fast, sweet sailer | 15,500 |
| * 27' CATALINA, 1973, TWO, FROM | 15,200 |
| 27' O'DAY, 1976, Nice starter boat | 22,500 |
| 27' COLUMBIA 8.3, 1978 | 28,500 |
| 27' CAL 2-27, 1976, Popular one-design class | 23,000 |
| 28' PEARSON 28, 1977, Exc. condition, nice equipped | 31,500 |
| 28' NEWPORT 28, 1978, Diesel | 26,500 |
| 28' O'DAY, 1979, Wheel steering, Diesel | 32,000 |
| 28' ERICSON 28+, 1980, Diesel, wheel | 38,950 |
| * 28' HERRESHOFF 28, 1950 Ketch, Very nice, unmodified | 17,000 |
| * 28' CAL, 1967, Inboard, good value | 14,900 |
| * 29' FARALLON 29, 1975, Full keel cruiser, TWO FROM | 39,500 |
| * 29' GULF PILOTHOUSE, 1981, Furling Jib Auto-pilot | 35,750 |
| * 29' CASCADE, 1965, Diesel, nicely maintained | 22,500 |
| 30' ALBERG ODYSSEY YAWL, 1969, Gd Cruiser Clean | 38,950 |
| * 30' PEARSON 30, 1973, Very clean | 28,500 |
| * 30' ERICSON 30+, 1981, Spacious | 48,900 |
| 30' YANKEE 30, 1976, Diesel, new LPU | 29,700 |
| * 30' ISLANDER 30, 1973, Dinette model | 28,900 |
| 30' FISHER 30, 1973, Pilothouse Ketch, Bristol | 56,000 |
| 30' NEWPORT 30, 1979, Volvo Diesel | 35,000 |
| 32' COLUMBIA 9.6, 1976, Allen Payne design | 39,500 |
| * 32' ISLANDER 32, 1977, TWO, FROM | 49,500 |
| 32' DeFEVER 32, 1963, Compl. restored wood beauty | 32,000 |
| * 33' RANGER 33, 1977, Excellent condition | 46,000 |
| * 33' YAMAHA 33, 1979, as new, stiff bay, sailer RED. | 46,000 |
| * 33' TARTAN 10, 1979, race equip. well kept REDUCED | 27,500 |
| * 33' WYLIE 33, 1979, Custom cold molded | 75,000 |
| 34' CORONADO 34, 1967, new LPU hull paint, good gear | 34,950 |
| 34' WYLIE 34, 1980, race equipped, Loran C | 59,000 |
| 34' CAL 34, 1968, Dinette model, Loran C | 37,500 |
| 35' ERICSON 35, 1975, THREE, FROM | 49,500 |
| * 35' CHEOY LEE LION, 1957, Exc. survey, classic | 27,000 |
| 36' ISLANDER 36, 1974, THREE, FROM | 55,000 |
| 36' PEARSON, 1973, ocean ready, life raft | 61,000 |
| 36' MARINER POLARIS, 1973, Perry designed cutter | 78,000 |
| 36' ISLANDER FREEPORT, 1979, U-shaped galley | 90,000 |
| 37' TARTAN 37, 1982, Loran, single side band, bristol | 95,000 |
| * 37' PEARSON 37, 1982, Rod rig, loran, beautiful | 84,000 |
| 37' GULFSTAR 37, 1979, TWO, FROM | 80,000 |
| 37' ISLAND TRADER KETCH, 1977, | 63,000 |
| * 37' ENDEAVOR 37, 1979, Cutter, spac. liveaboard | 79,000 |
| * 38' C&C LANDFALL, 1979, hood seaft, combi, reduced | 88,950 |
| 38' MORGAN 38, 1978, Loran C, AMS autopilot, clean | 88,000 |
| 38' FARALLONE CLIPPER, 1960, Great cond., diesel | 40,000 |
| * 39' CAL 39, 1971, TWO, FROM | 67,500 |
| 40' KETTENBERG, 1961, wood, South Pacific veteran | 45,000 |
| 41' PERRY 41, 1979, perkins, wheel, teak dks, a beauty | 159,000 |
| * 41' MORGAN OUTISLAND, 1974, THREE, FROM | 74,500 |
| 41' CT 41 KETCH, 1975, TWO, FROM | 63,000 |
| 42' GARDEN KETCH, 1975, Wood | 130,000 |
| * 42' GOLDEN WAVE, 1981, Lk new, SATNAV, Autohelm | 138,000 |
| 43' ENDEAVOR, 1979, center cockpit ketch | 149,000 |
| * 44' SPINDRIFT 44, 1980, Pilothouse cutter, Loran, A/P | 138,000 |
| * 45' EXPLORER, 1979, Center cockpit ketch | 114,500 |
| 46' MORGAN KETCH, 1979, cruise equip. | 172,500 |
| 50' GULFSTAR KETCH, 1977, So. Pac. veteran | 185,000 |
| 65' ALDEN, 1926, Classic, restored wood | 105,000 |

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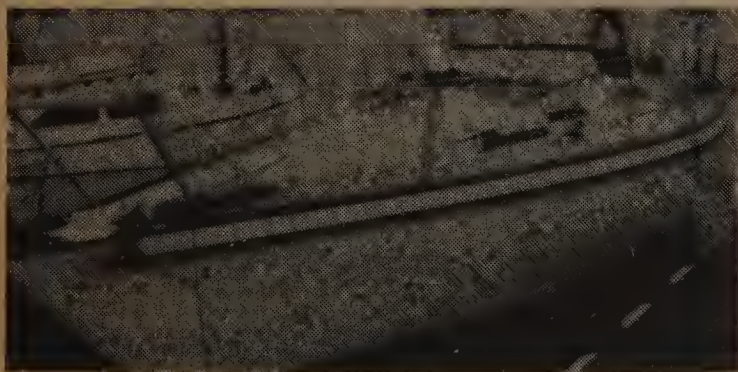
1975 ISLANDER 36

This very popular Bay Area one design yacht is well equipped with VHF, AWL, windspeed, depthsounder, knotmeter, RPF, and shore power. Anxious owner has just reduced to **\$53,000**



FUJI 32 SLOOP—1976

Spic and span bluewater quality cruiser equipped with diesel, Loran C, hot & cold water, shower, cabin heater, windlass, Avon, dodger, and four sails. Satin teak interior makes for a desirable liveaboard. Ready for distant shores. **\$45,900**



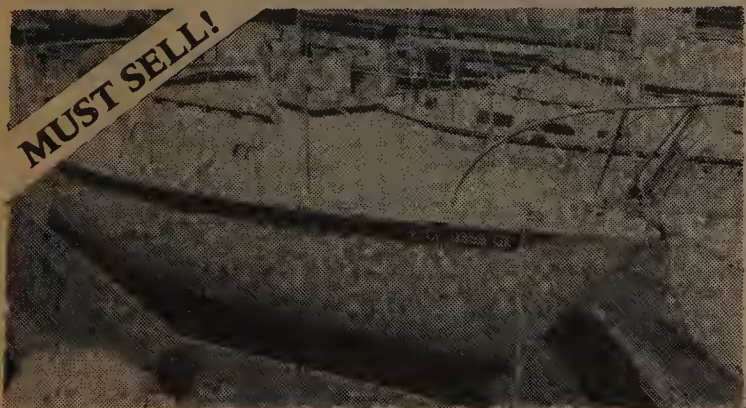
SANTANA 30—1976

Beautifully refurbished with hull and spar paint, new oversized rigging, new dodger, three new sails plus extra bags. Diesel, loran. Loads of extra gear. Seriously for sale. **\$33,000**



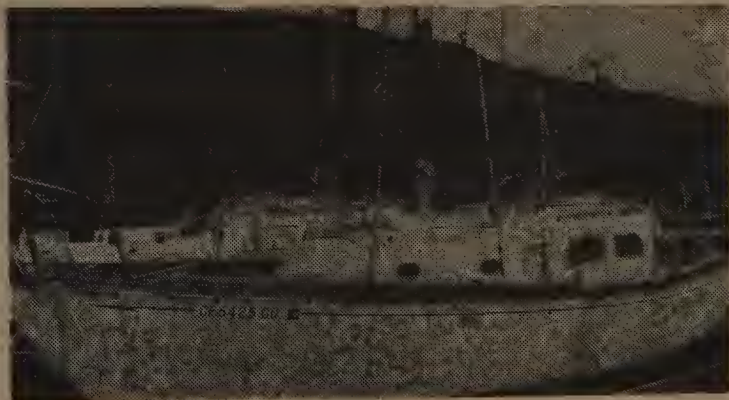
ERICSON 35—1976

Attractive, warm interior with hot/cold water, shower, T.V. Partial list includes wheel steering, dinghy, outboard, dodger. This lightly used yacht has enjoyed T.L.C. Fresh bottom paint, 5 coats varnish, and engine tune up. **\$49,500**



ERICSON 27—1978

Out of state owner says **SELL** this very clean, popular, one design class boat. Upgraded 110 volt shorepower system and battery charger. Main plus two jibs. Excellent opportunity to purchase a little used boat. Reduced to **\$21,900**



VANGUARD 32—1963

This traditional design by Alberg has proven suitable for offshore cruising or Bay. Original owner. Major engine work in 1979 with low time since. Five sails. New varnish. Monel tanks.

Reduced to **\$29,900**

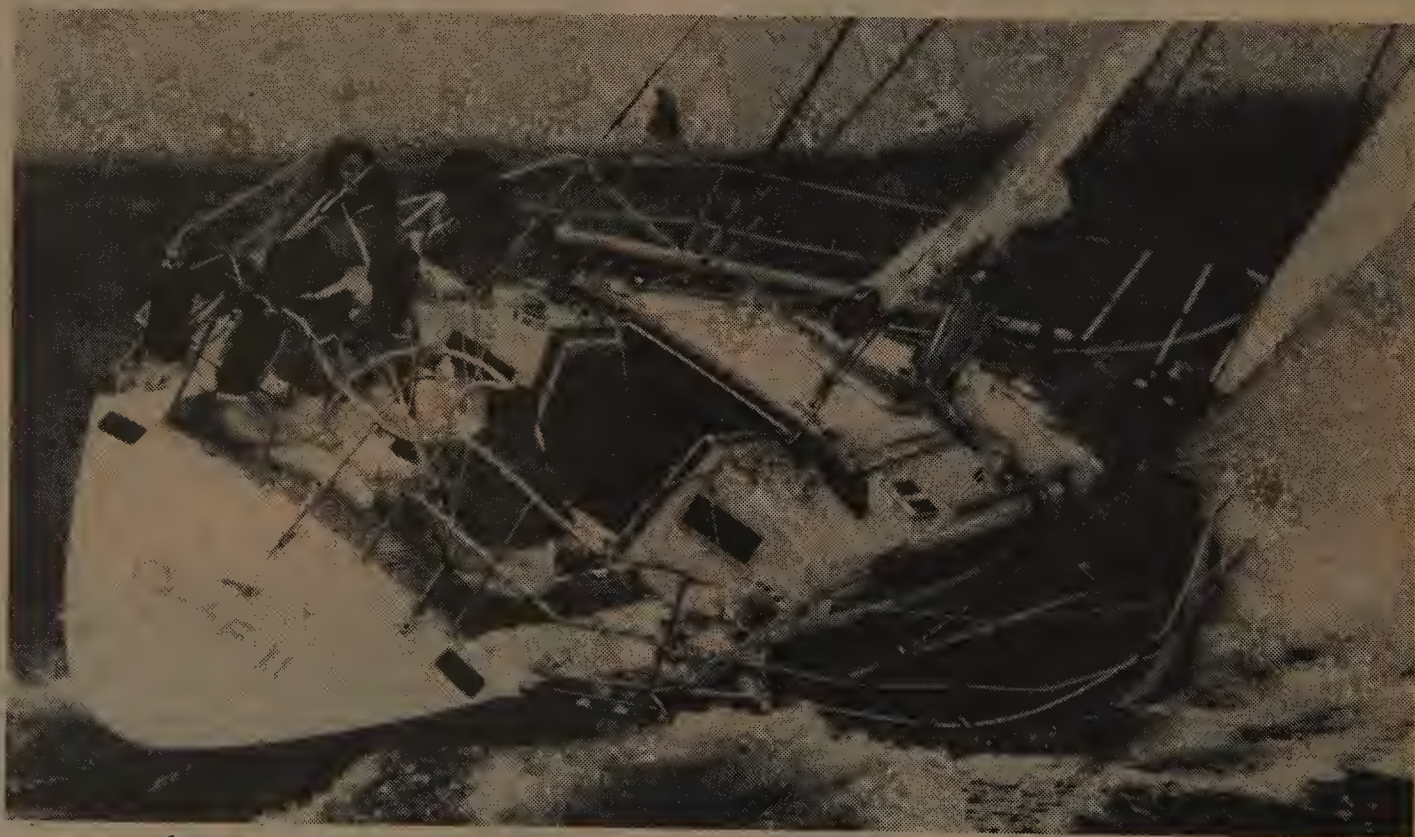
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COVER PHOTO: RICHARD

New Boat on the Bay, Peter Stocker's Bondi Tram

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PEARSON 37—1982

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SELECTED BROKERAGE

SAIL

| Size | Manufacturer | Year | Price | Size | Manufacturer | Year | Price | Size | Manufacturer | Year | Price |
|------|---------------------------|------|---------------|------|-------------------------|------|--------|--------------|----------------------|------|--------|
| 19' | Rhodes | 1974 | 2,800 | 25' | Catalina | 1979 | 16,500 | 34' | Dash | 1982 | 49,950 |
| 20' | Holder (like new) | 1984 | 9,950 | 25' | Cal 2-25 (reduced) | 1979 | 19,500 | 34' | Islander | 1980 | 47,500 |
| 20' | Cal (new sails) | 1964 | 4,995 | 26' | Pearson Ariel (inboard) | 1965 | 13,500 | 35' | Erickson (loaded) | 1972 | 62,500 |
| 20' | Cal 20 (totally restored) | 1965 | 6,995 | 27' | Cal | 1971 | 16,500 | 37' | Swan | 1972 | 89,000 |
| 21' | Burns (reduced) | | 11,900 | 27' | Cal 2-27 (like new) | 1979 | 29,000 | 38' | Farallone Clipper | 1957 | 65,000 |
| 21' | San Juan | 1976 | 6,600 | 27' | O Day | 1976 | 23,900 | 40' | Olson (1/2 interest) | 1983 | 69,950 |
| 21' | Balboa | 1978 | 6,500 | 27' | Santa Cruz (2 from) | | 14,000 | POWER | | | |
| 23' | Ranger | 1976 | 11,950 | 28' | Maire | 1982 | 28,500 | 24' | Skipjack - turbo | 1980 | 40,000 |
| 23' | Pearson Electra | 1961 | 7,850 | 30' | Chuck Burns | 1981 | 35,000 | 25' | Carver | 1974 | 22,500 |
| 24' | Moore (2 from) | 1976 | 15,500 | 30' | Olson (2 from) | 1982 | 25,000 | 26' | Shamrock - turbo | 1980 | 37,500 |
| 24' | Columbia | 1964 | 7,500 | 31' | Cal 31 (2 from) | 1980 | 46,600 | 47' | Monk | 1962 | 95,00 |
| 25' | Santana 525 | 1980 | 15,500/ offer | | | | | | | | |

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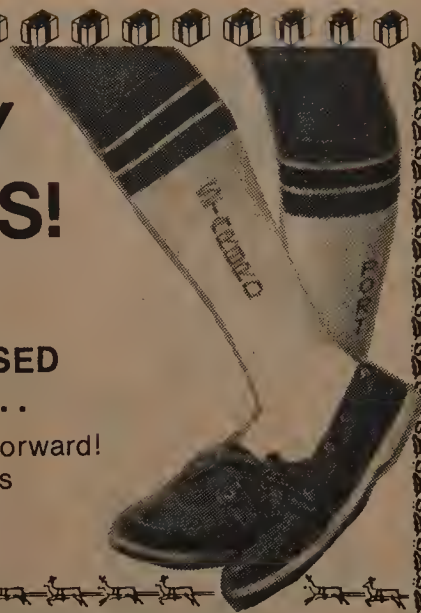
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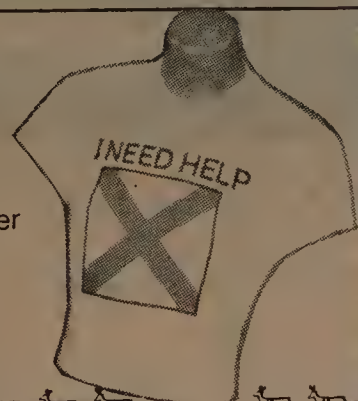
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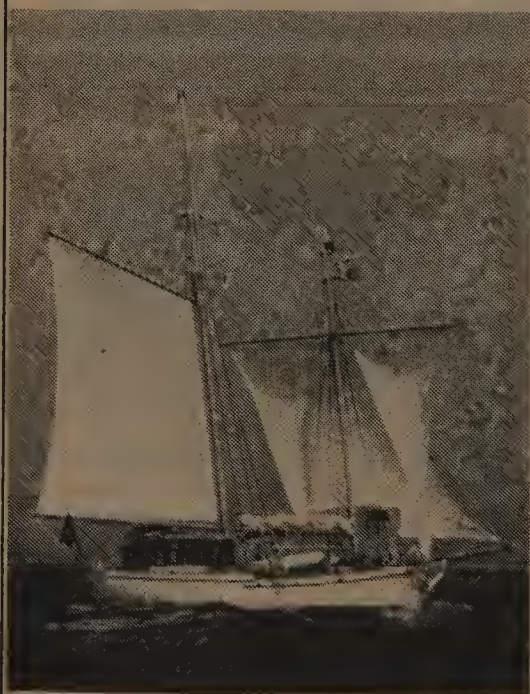
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| 54' Gaff Rigged Galvanized Schooner.. | 285,000 |
| 52' Farr Racing Sloop..... | 255,000 |
| 51' Formosa Ketch..... | 140,000 |
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| 50' Rhodes Centerboard Yawl..... | 120,000 |
| 50' Gulfstar Ketch . . . 2 Available.... | Inquire |
| 50' Columbia . . . 2 Available..... | Inquire |
| 50' Cheoy Lee Ketch..... | 170,000 |
| 48' Swan..... | 245,000 |
| 47' Cheoy Lee Ketch..... | 135,000 |

| | |
|---|---------|
| 47' Olympic Offshore Cruising Ketch... | 125,000 |
| 47' Gulfstar . . . 2 Available..... | Inquire |
| 47' Sparkman & Stephens Sloop..... | 170,000 |
| 46' Island Trader Ketch..... | 195,000 |
| 45' Garden Porpoise..... | 145,000 |
| 45' Mull N.Z. Sloop.....try | 130,000 |
| 45' Alden Fuji Mark II Ketch..... | 195,000 |
| 45' Hardin Ketch . . . 2 Available..... | Inquire |
| 44' Cheoy Lee Ketch..... | 162,500 |
| 44' Luders Sloop..... | 94,500 |
| 44' Perry LaFitte cutter..... | 217,000 |
| 43' Swan..... | 109,000 |
| 43' Hans Christian cutter..... | 135,000 |
| 43' Endeavour Ketch..... | 149,000 |
| 43' William Garden Ketch..... | 130,000 |

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|--|---------|
| 42' Rhodes Sloop..... | 57,500 |
| 41' Gulfstar Sloop..... | 90,000 |
| 41' Cooper Sloop..... | 119,000 |
| 41' Ericson Sloop..... | 60,000 |
| 41' Morgan OutIsland . . . 2 Available.. | Inquire |
| Ketch or Sloop | |
| 40' Cutter Rig Oil Screw..... | 74,500 |
| 40' Cheoy Lee Offshore . . . 2 Available | Inquire |
| Yawls | |
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| 39' Landfall Pilothouse Cutter..... | 84,000 |
| 38' Double Headsail Yawl..... | 68,000 |
| 37' Island Trader Ketch..... | 63,000 |
| 37' Fisher Motorsailer..... | 125,000 |
| 36' Cheoy Lee Clipper Ketch..... | 64,500 |
| 36' Pearson Ketch..... | 71,500 |
| 36' Islander Sloop..... | 70,000 |
| 36' Double Headsail Ketch..... | 95,000 |
| 36' Mariner Polaris Cutter..... | 82,000 |

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package with complete
pocket cruising interior &
equipment. she's clean &
versatile at less than 1 K.
per foot.

Columbia Defender 29

This little pumpkin is
waiting for the tender lov-
ing magic that turns her
into a chariot. At a post
season price it's all poten-
tial.

Albin Vega

Santa stuffed our socks
with Vegas last year and
we sold the lot. Now here's
one more of these popular
cruisers in time for the
year end bargain hunters.

HC 38T MK II

En route from Hawaii for
the second time, she's
been cruising back and
forth, up and down, pick-
ing up all the good gear
and constant maintenance
along the way.

Farallon 29

Designed by Burns, built
by Stone's Yard means
solid quality cruiser. Hol-
iday season equipment:
Shipmate fireplace.

Bahama 25

A little sled put together by
two elves who knew how
to make a mansion in a
microchip. Skillfully built,
South Pacific cruised, lov-
ingly refurbished, she
belongs to someone who
knows boats and oceans.

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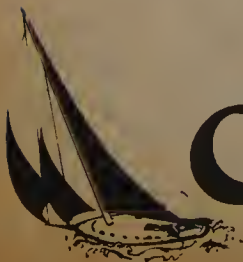
| | |
|---------------------------|-----------------|
| 20' Filcka | 2 from \$24,900 |
| 20' Newport | 4,750 |
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| 21' Norwest | 12,900 |
| 21' Wilderness | 15,500 |
| 23' Stonehorse cutter | 22,000 |
| 24' Moore | 16,500 |
| 24' Gladiator | 8,000 |
| 25' McGlasson Bahama cstm | 23,500 |
| 25' Pacific Seacraft | 2 from 22,000 |
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| 27' Nor'See | 37,900 |
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| 27' Morgan | 22,500 |
| 27' U.S. | 29,500 |
| 28' Islander | 2 from 39,500 |
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| 28' Cape Oory | 35,900 |
| 28' Columbia | 17,500 |
| 28' San Juan | 24,950 |
| 29' Bristol | 54,900 |
| 29' Columbia | 19,500 |
| 29' Farallon | 38,500 |
| 30' Wilderness | Offers |
| 30' O'Oey | 47,000 |
| 30' Fisher | 56,000 |
| 30' Island Gypsy | 60,000 |
| 30' Columbia | 31,250 |
| 30' Odyssey | 25,000 |

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|---------------|----------------|
| 30' Rawson | 26,500 |
| 30' Hunter | 31,500 |
| 31' Merlah | Anxious/61,500 |
| 32' Westsail | Anxious/55,000 |
| 32' Southwind | 49,950 |
| 32' Treveller | 67,000 |
| 32' OeFever | 32,000 |
| 32' Islander | 3 from 54,000 |
| 32' Ericson | 32,950 |
| 33' Yamaha | 51,000 |
| 33' I.O.O. | 22,500 |
| 33' Moore | 27,900 |
| 33' Buccanner | 39,500 |
| 33' Tartan | 85,000 |

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|-----------------------|---------|
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| 34' Cal | 55,950 |
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| 34' Wylla | 59,000 |
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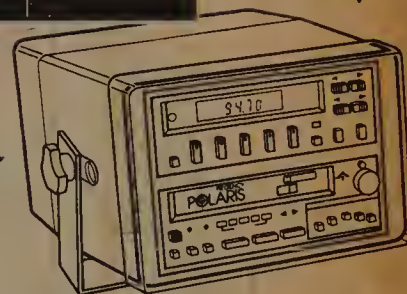
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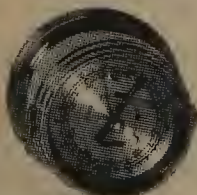
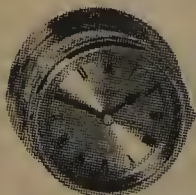
Modular 50 Watt Entertainment System includes a quartz synthesized am/fm tuner & an auto-reverse cassette deck/amplifier housed in a rugged case with see-through fold down front panel. Features; LCD frequency & time display; electronic push button tuning w/15 station memory & signal search scanning; 50 Watt RMS output; 5-band graphic equalizer; Dolby; controls for 4 speakers & metal tape capability. List: \$499.00

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3-way remote speaker system — Model SPK-2 List: \$129.00/pair

PACKAGE SPECIAL: \$89.00*

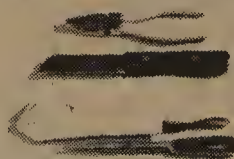
*If bought with stereo system



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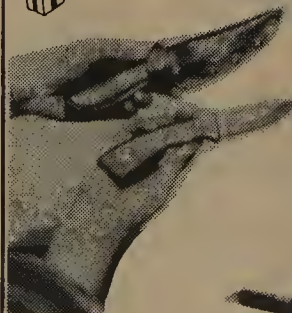
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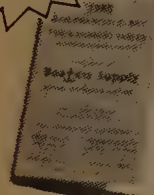
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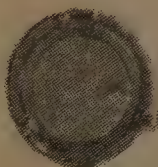
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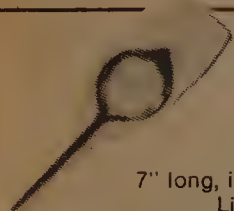
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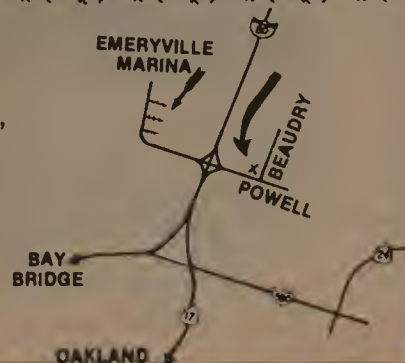
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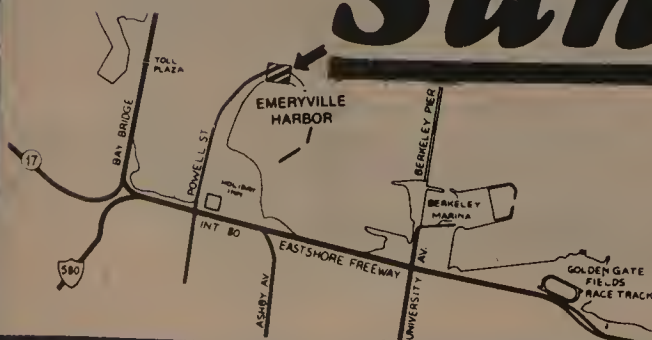
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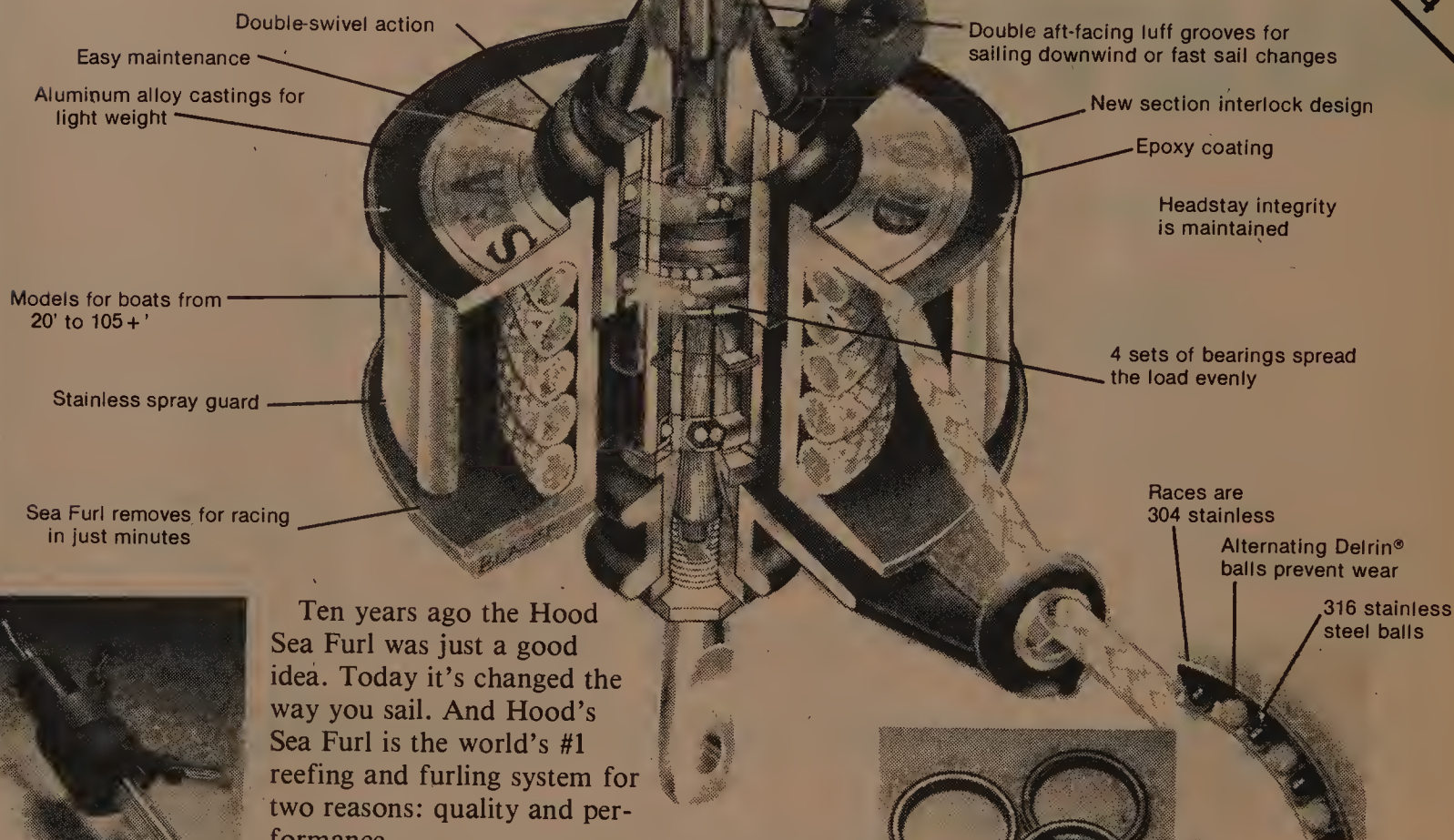
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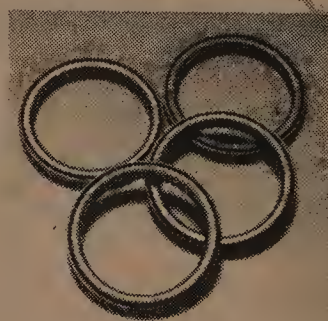
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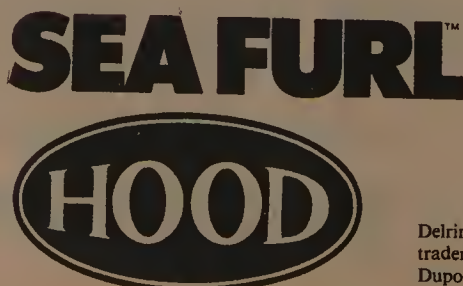


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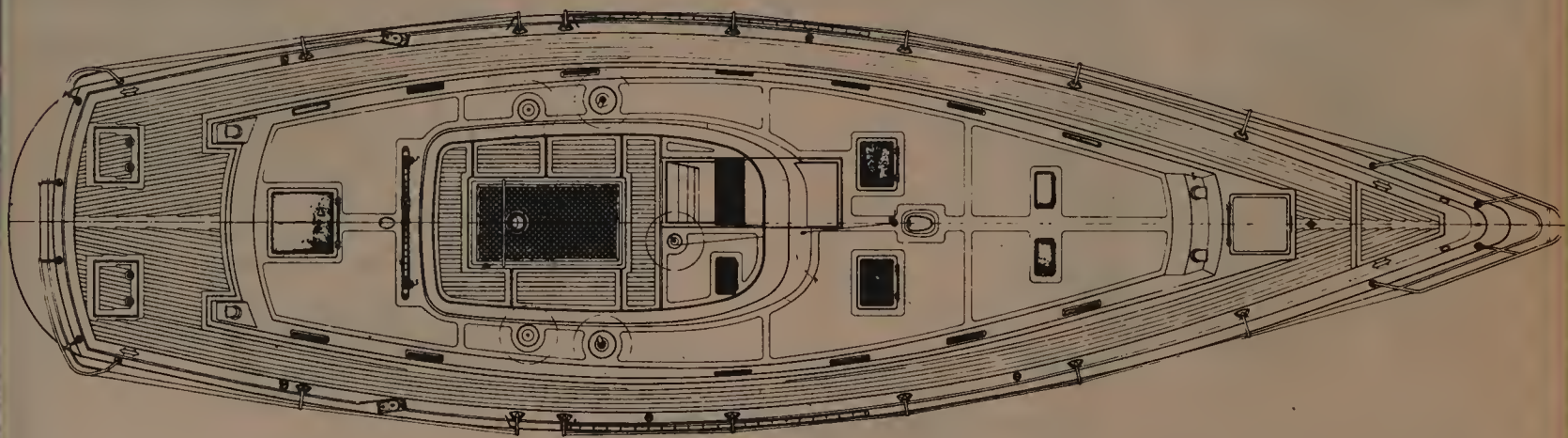
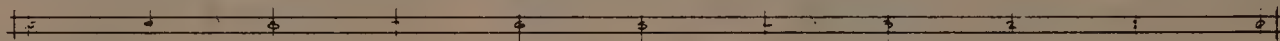
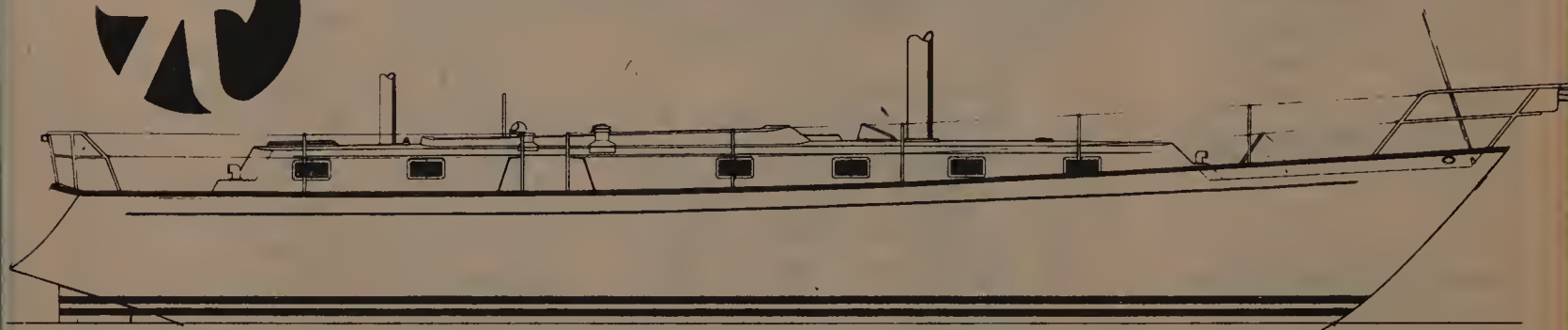
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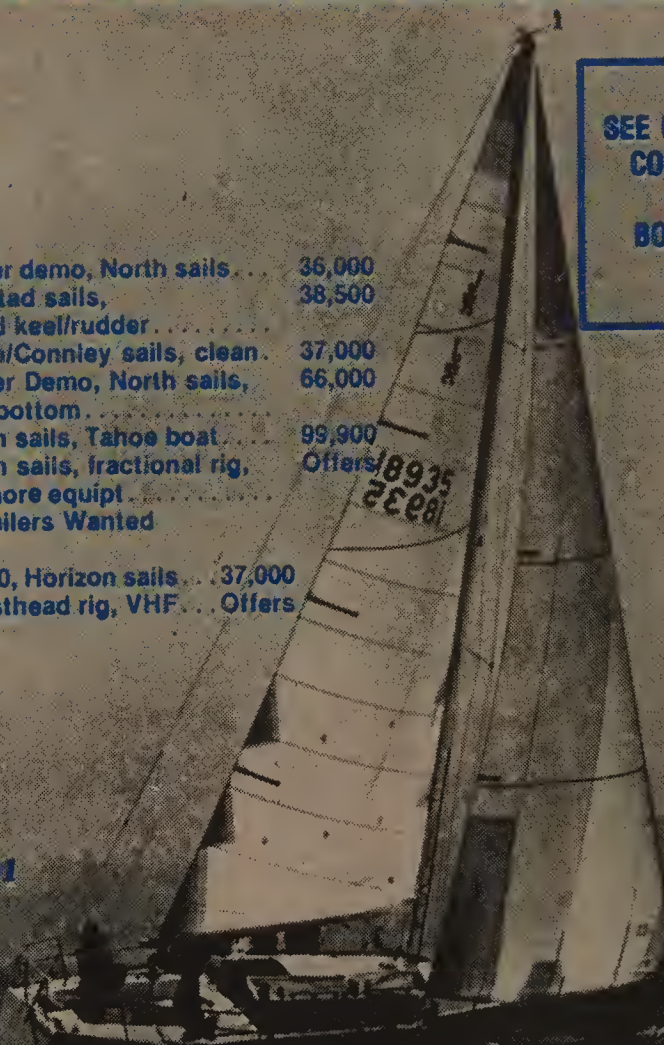
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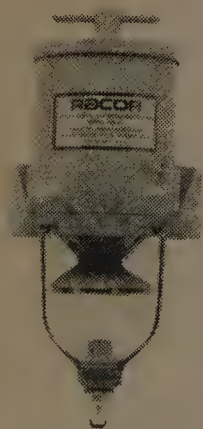
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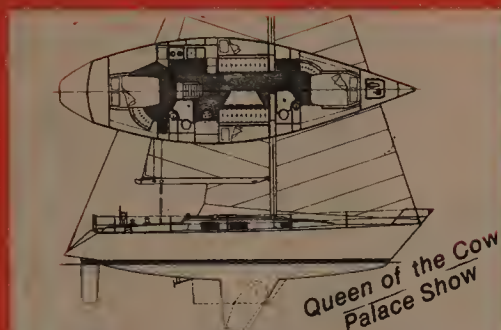
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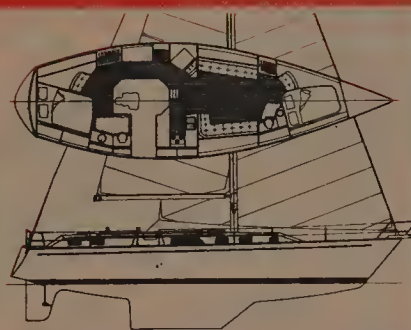
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Morgan 38

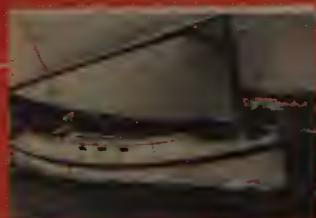


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Nauticat 30

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Capri 40

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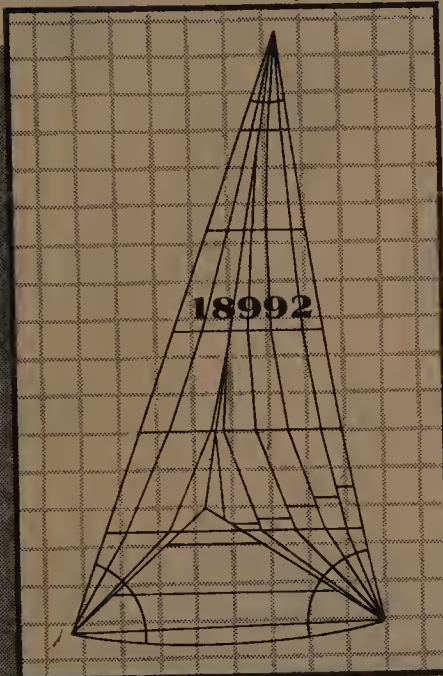
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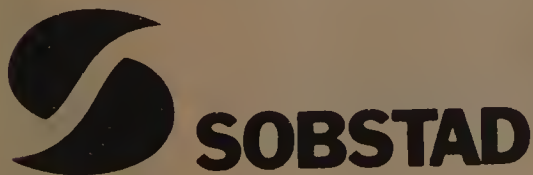


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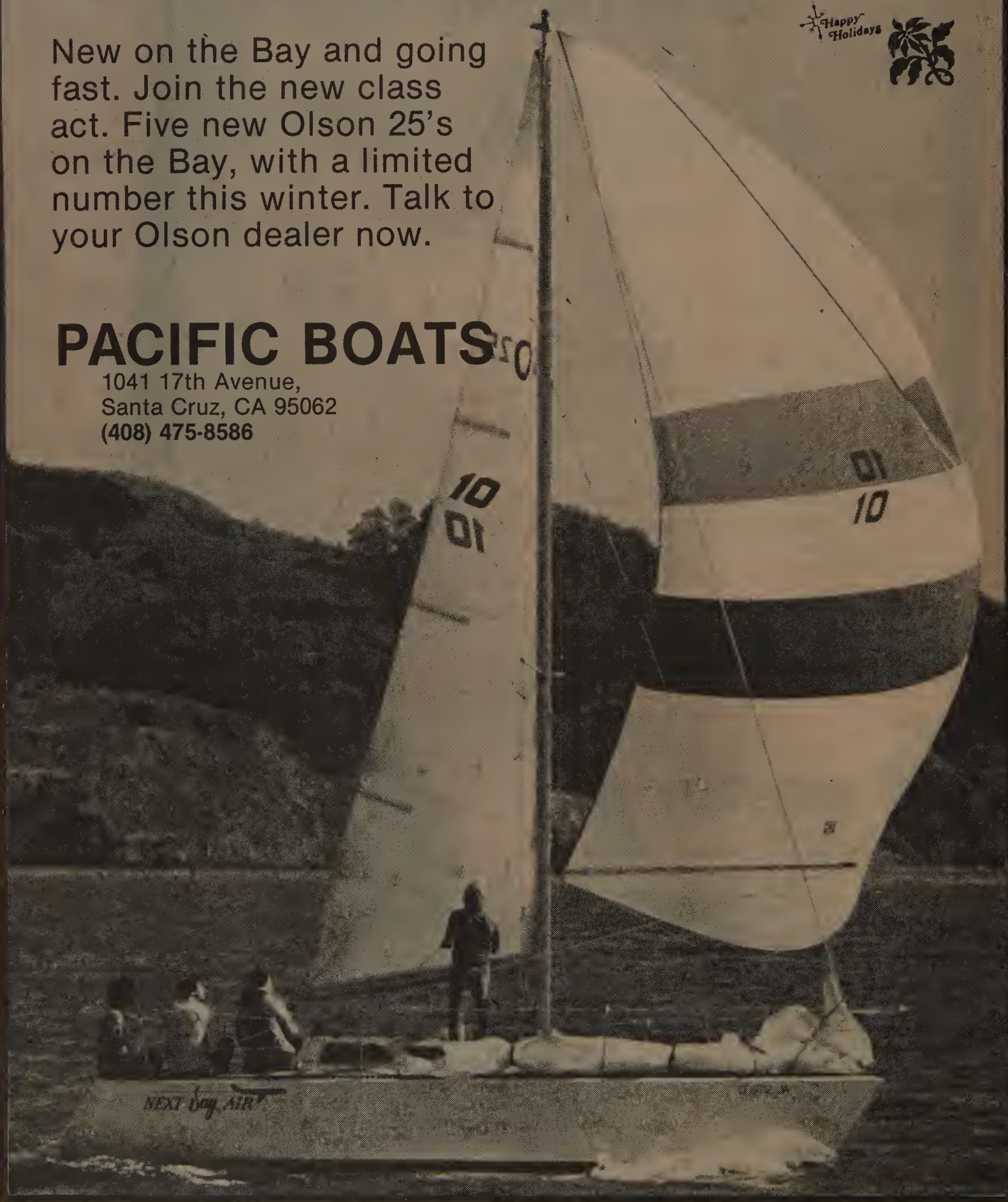
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SPECIFICATIONS

Designer: Valentijn & Dufour
L.O.A.: 34.61' L.W.L. 27.3'
BEAM: 11.21' DRAFT: 6'
DISPL: 10,750 BALLAST: 5,265
P = 34.4' I = 42.25' J = 14.43'
E = 10.4' SAIL AREA: 690□'

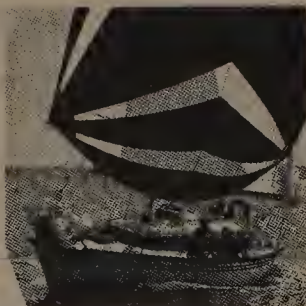
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- (3) Headsails
- Diesel auxiliary
- Internal halyards led aft
- Spinnaker pole & halyards
- (5) Lewmar winches
- Anchor package
- Shore power
- Stainless rigging with lightning ground
- Backstay adjuster
- Bottom paint
- Propane stove/oven

DUFOUR 28'

L.O.A.: 28'
BEAM: 10'3"
DRAFT: 5'5"
DISPL: 6275 lbs
S.A.: 485 □'
\$41,950 sail-a-way
East Coast P.O.E.



DUFOUR 31'

Frers
L.O.A.: 30.23'
BEAM: 10'6"
DRAFT: 5'5"
DISPL: 8525 lbs
S.A.: 512 □'
\$48,250 sail-a-way
East Coast P.O.E.



DUFOUR 39'

Frers
L.O.A.: 38'7"
BEAM: 12'6"
DRAFT: 6'7"
DISPL: 15,000 lbs
S.A.: 882 □'
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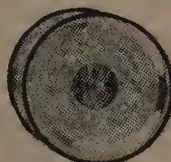


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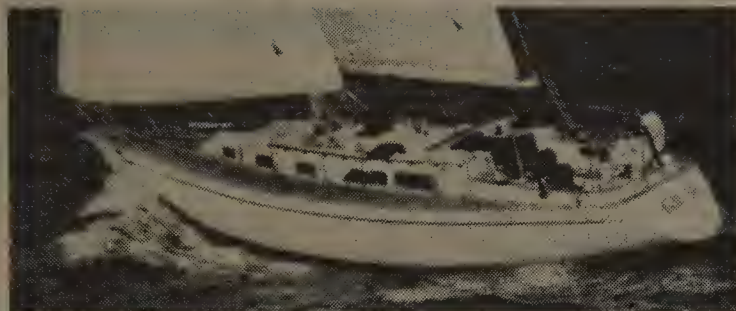


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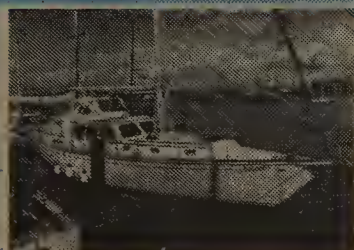
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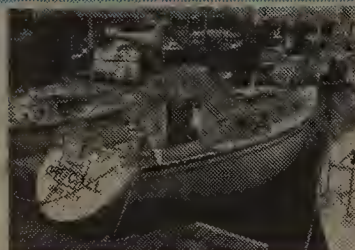
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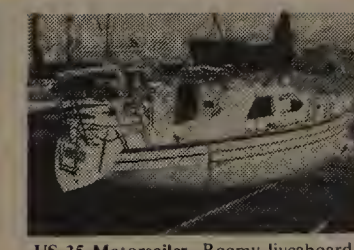
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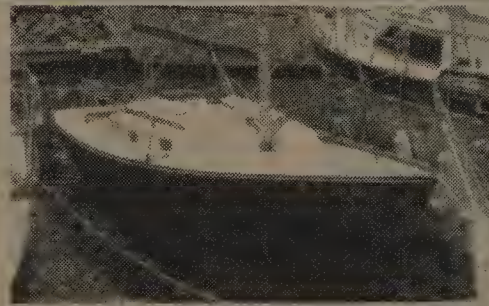
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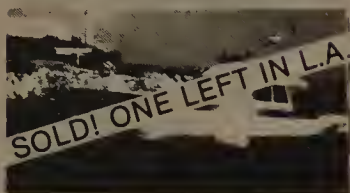
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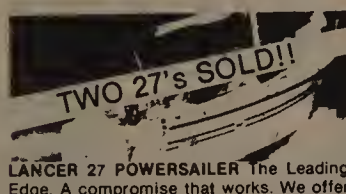
LANCER 37 Aft Cockpit Performance plus with all lines lead aft. Apt. size interior. \$78,075



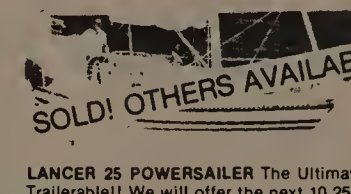
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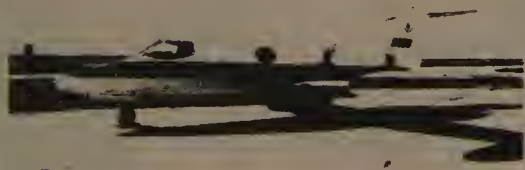
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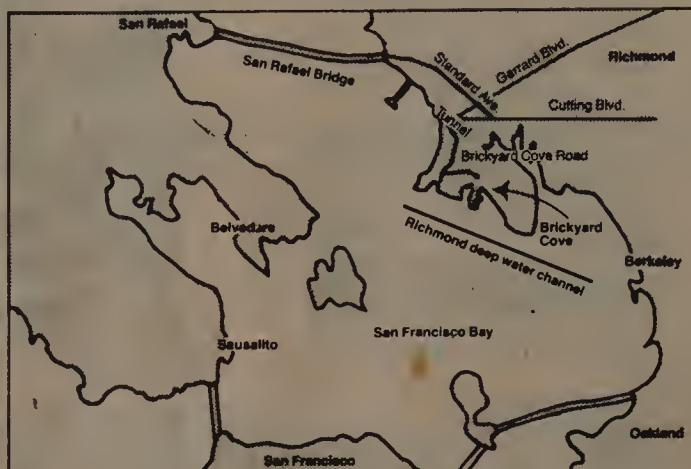


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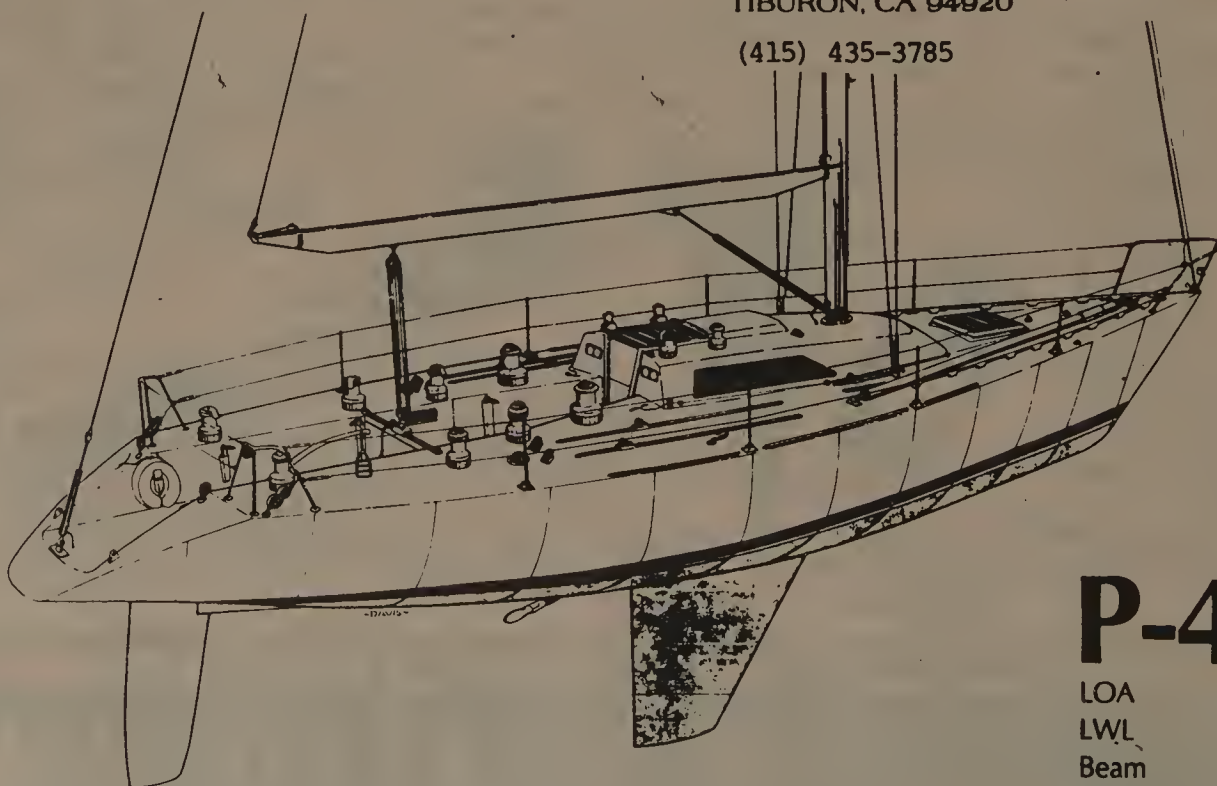
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CALENDAR

Non-Racing

December 1 — Christmas yacht parade, Oakland Estuary. Sponsored by the Oakland Power Squadron and Jack London Fleet. Info and entry forms available from grand marshal Harry Graham, 893-2322.

December 1 & 2 and 8 & 9 — Hyde Street Pier celebrates the opening of its new Maritime Store with author book signings, sea chanties, and a 10%-off sale on selected items, in addition to regular exhibits and tours. For more information, see the "Sightings" item in this issue or call 556-6435.

December 3 — "To Alaska by Kayak", a lecture by the aptly-named adventurer, Clyde Winter. For: Mason Center, Bldg. C., Room 300, 7 p.m. \$2 donation. Sponsored by the Oceanic Society. 441-5970.

December 6, 1980 — Rolf Fredderies catches a world record Atlantic Bonita — 16 lbs., 12 oz. — off the Canary Islands.

December 7 — Women's Racing Association will hold a crew party and annual meeting at Alameda's Island YC, 7 p.m., \$5. Also trophy presentation for the fall season. Glenda Carroll, 454-6327.

December 8 — Full moon.

December 8 — Champagne party at Boagart and Goring Sail-makers, 4 to 8 p.m. Interested sailors will see movies on California offshore racing as it was 14 years ago, and what it's like nowadays aboard the *Fast Forty*, a 4,000-lb unstayed sloop. Through the tube to Alameda, then right 100 ft. to 647 Pacific. 523-9011.

December 15 — Ventura Harbor 1984 Christmas Parade of Lights. If you're in the neighborhood, be sure to take this one in. Starts at 7 p.m. For more information — Karin Jensen, (805) 644-5827.

December 21 — Solstice. Winter begins.

December 22 — New moon.

December 25 — Merry Christmas. Yo-ho-ho and a bottle of egg-nog.

December 25, 1492 — A couple of months after discovering the new world, Christopher Columbus loses the *Santa Maria* when the ship runs aground on or near present-day Haiti. And now you know the rest of the story.

December 26 — Only 364 more shopping days till Christmas!

December 28-January 5, 1985 — International Boat Show at the Moscone Center, San Francisco. See "Sightings" for more information. or call (415) 436-4664.

December 29, 1812 — Old Ironsides (*U.S.S. Constitution*) defeats the British frigate *Java* off the coast of Brazil.

December 31 — Old Year's Night.

January 1, 1985 — National College Football Appreciation Day.

January 1 — Metropolitan YC's 14th annual Round the Island (Alameda) Cruise. Open to all yachtsmen, power and sail, far and near. A great way to start the New Year. For complete itinerary, call cruise chairman Charles Ormond, 444-3678, or MYCO 832-6757.

January 4-13 — San Francisco Sports and Boat Show, Cow Palace. For more info, see "Sightings" or call 563-5100.

January 8 — Free USCG Auxiliary safe boating course begins at the Hayward Adult School, Room 21, 2560 Darwin St., Hayward, 7:30 p.m. Great for kids, wives and beginning boaters. Old salts can even learn a thing or two. Contact Eugene Anson, 782-1731.

February 16 — "Offshore Prep", a 25-city, satellite transmission seminar with Dan Byrne, Francis Stokes, Mark Schrader and Eva-M. Hollmann. Have your offshore cruising questions answered by veteran circumnavigators. Sailing Experience Seminars, P.O. Box 1725, Santa Monica, CA 90406 or call (213) 458-2138.

February 21-24 — Fresno Sports and Boat Show, Fresno Fairgrounds. This is the fastest growing show in the Central Valley.

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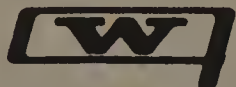
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CALENDAR

Maynard Rott, 790-3285; or Chip Caruso (209) 291-7100.

April 17-21 — San Francisco In-The-Water Boat Show, Mariner Square, Alameda. Largest in the water show on the West Coast. Info, Karen Thompson, 523-0940.

Racing

December 2 — Lake Merritt midwinter regatta. Skipper's meeting at 10:30 a.m. Get there before 9 a.m. and avoid the \$1.25 parking fee.

December 5 — First of four seminars sponsored by the Sausalito Cruising Club. Dee Smith will discuss tactics. Other special guests on January 2, February 6 and March 6. Call 332-9349 or 495-6500.

January 4-6, 1985 — 2nd annual Ficker Cup, Long Beach YC. Anyone who can beg, borrow or . . . legally obtain . . . a Catalina 38 is welcome to compete. The winner will be named one of the ten contestants in the 1985 Congressional Cup championships. For more info, contact Brian Donaldson through the LBYC, 6201 Apian Way, Long Beach 90803. (213) 598-9401.

January 19 — Sausalito YC/WRA race. First race of winter 1985 season. Contact Kate Rogge, 892-4094.

February 2 — Plan ahead for the Marina del Rey to Puerto-Vallarta race. Get your entry in early! For more information contact the Del Rey YC, 13900 Palawan Way, Marina del Rey 90292, (213) 823-4664.

February 22-March 5 — \$100,000 DHL/Cocos Island Hotel Windsurfing Cup, Cocos Lagoon, Territory of Guam. Yeah, it's a long way, but check out that prize money again. Open to 120 professional and amateur boardsailors. (Only pros are eligible for prize money — everybody else gets trophies.) For info, contact Cocos Island Windsurfing Cup, c/o Pan Pacific Sports Consultant, Inc., P.O. Box 88648, Honolulu, HI 96830. Phone (808) 836-6741. Entries close December 31.

March 9 — Newport to Cabo San Lucas Race. Put up the chute and go! For more information, contact Race Chairman Bill Crispin, c/o Newport Harbor YC, 720 West Bay Ave., Balboa, CA 92661, (714) 673-7730.

March 11,17 — 21st annual Congressional Cup Match Racing Championship, sponsored by the Long Beach YC. This SoCal biggie features some of the best national and international skippers and crews around. Round robin racing with loaned Catalina 38's. More info, contact Tom Witherspoon, (213) 429-8324.

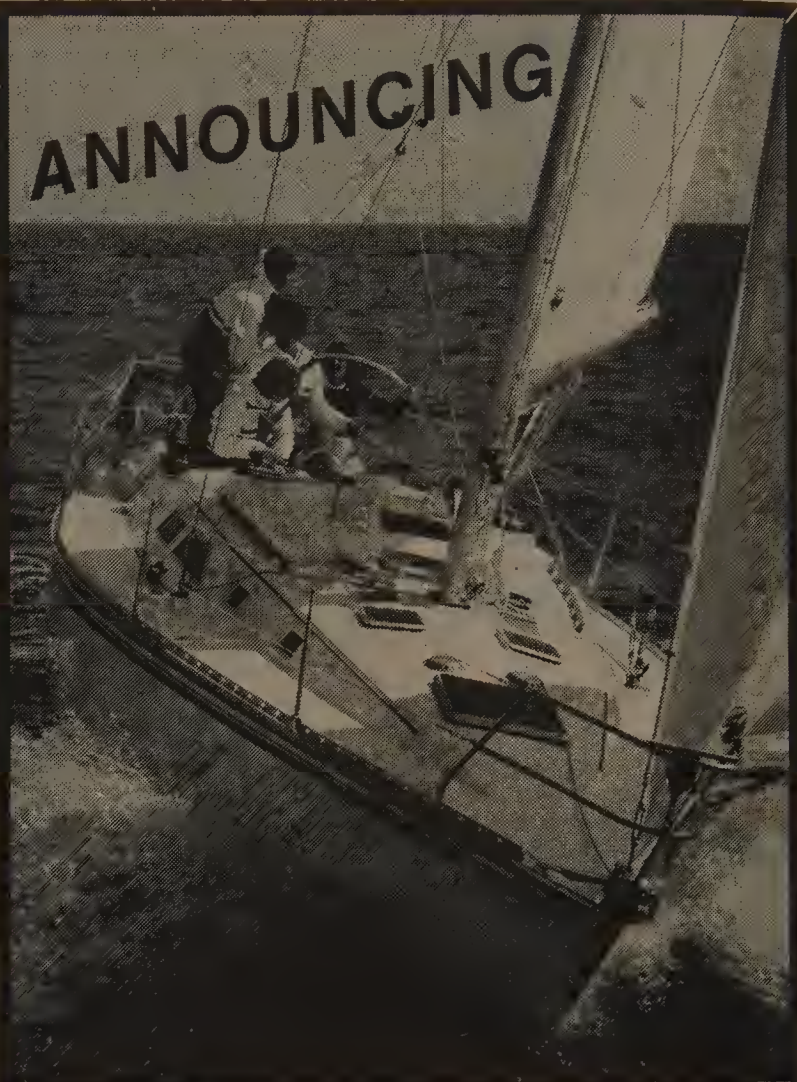
March 30-April 6 — Sea of Cortez Race Week. Held at Isla Partida, Baja California Sur, Mexico. Latitude 38 is the primary American sponsor.

Midwinter Series: Metropolitan YC — Dec. 8-9, Jan. 12-13, Feb. 9-10, 284-1778; Golden Gate YC — Dec. 2, Jan. 6, Feb. 3 (March 3 make-up), 771-9500; Corinthian YC — Jan. 26-27, Feb. 16-17, 331-8379; Sausalito Cruising Club — Dec. 1, Jan. 5, Feb. 2, Mar. 2, 495-6500 or 332-9349; Richmond YC — Dec. 30, Jan. 27, Feb. 24, 237-1307; and Sausalito YC — Dec. 9, Jan. 13, Feb. 10, March 10, 332-7400.

All of the above races are open to the public. Some clubs have their own series for members only, so check with your club's race chairperson.

Please send your calendar dates by the 18th of the month to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Send early, send often, but please only one announcement per page!

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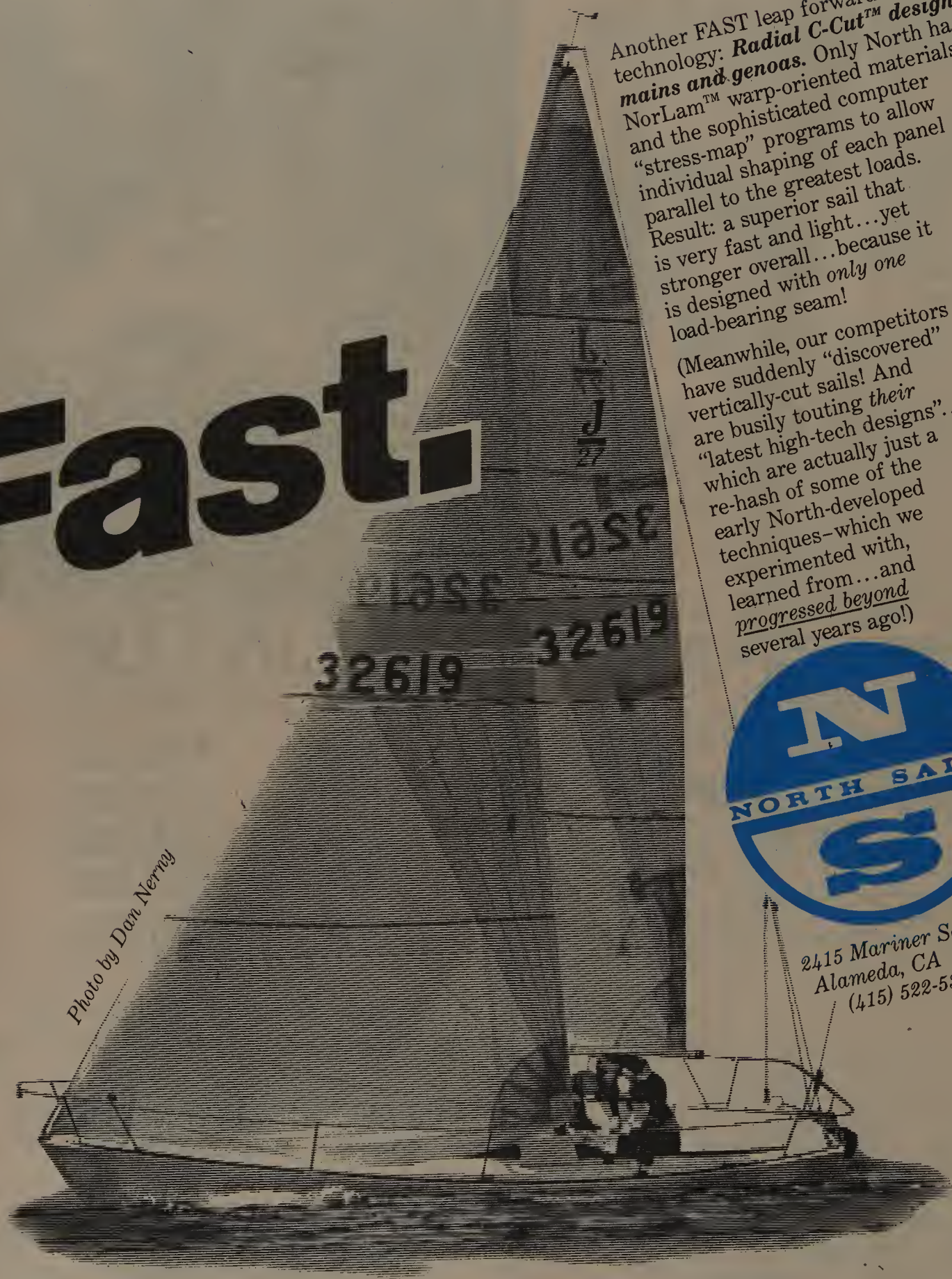
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LETTERS

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Dear German:

Thanks for the nice note. It was nice seeing you and Susanna in Sardinia.

Here's a copy of the *Latitude 38*, the trash magazine I told you about. See page 118 to find out what German Frers is up to.

Actually, nothing is sacred in this rag, and it's well written; shades of Jack Knights!

Martin C. Kelsey, Jr.
President
Palmer Johnson
Sturgeon Bay, Wisconsin

NO LUCK YET

I'd appreciate it if you could be more explicit on how to make a crew connection in Baja this winter. There's got to be a better way than flying down to Loreto or La Paz and standing on the dock with my harness and canvas hat in hand, and a silly look on my face.

I'm on your Crew List, attended the Party, but no luck yet.

Sherwin Harris
Sunnyvale

Sherwin — This is as explicit as we can get: If it were us, and we were a reasonably good sailor who got along with most people, we indeed would fly down to either La Paz or Cabo (not Loreto), get an inexpensive hotel room, and try to make a connection. It's a nothing risked, nothing gained proposition. There are popular VHF nets in both La Paz and Cabo to get your request for a berth out to the fleet, and there are bulletin boards at Leonards in Cabo and El Chefe in La Paz. Certainly it's a risk, but the available berths — and there usually are quite a few — go to the pretty young women and those who are Johnny-on-the-spot. Since you can't be a pretty young woman, we'd be the next best thing. And what's the worst that can happen to you? You'll spend a couple of days in Cabo or La Paz, both fine towns.

If you want to be a little more conservative in your approach, you can try further through the *Classy Classifieds*.

READY TO LEAVE THAT NIGHT

I very much enjoyed attending the Cruising Kick-Off Party at the Sausalito Cruising Club last month. The people were great and the slides of Mexico superb! I was ready to leave for Mexico that night!

The response I received from my listing in the Crew List was tremendous. I want to thank the many people who called me. They were all super nice. Not a single sailor just looking for love, as far as I could tell. Everyone was straightforward, friendly, and I think normal — as normal as yachties go.

When I filled out the original form, I must admit I got carried away and checked just about every box. Taking off for Mexico for the season is a dream I know I'll do some day. Right now, though, I'm tied to a 9 to 5 career with three weeks vacation. So, I had to tell virtually everyone who called that I was not available for long-term cruising. For this, I apologize to the people who spent time and energy trying to get ahold of me.

I will see the friends I made at Sea of Cortez Race Week! I'm going to fly down to Baja about a week prior and hole up at the Grand Baja until I connect with someone who needs crew. So please, don't all you lucky cruisers forget me during the long, warm winter. Maybe next year I'll join you for the season!

Thanks everyone, and thanks *Latitude 38*!

Teri Stradtman (I was listed as Teri S. in the crew list.)

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LETTERS

Teri — We're glad you were pleased with it. We spoke to one woman — in San Diego of all places — who said she had gotten approximately 60 calls — and not one strange one.

□ A LETTER FROM ORGAN

Shame! Shame! Shame! You apparently forgot that editors can be a little bit "over-precise" about the use of words too. I refer to your answer to Mordecai benHerschel in the November issue regarding the phrase "knots per hour". While I agree that "the way a word is defined is by the way it is used", I also realize that mathematical names and symbols change with usage very, very slowly.

However, you gave a real snide dig to Douglas Knapp in the October issue in asking where the hell is Frisco Bay. Hey, I know that residents of your area detest the use of the word Frisco/Frisco Bay, but if "the way a word is defined is by the way it is used", Frisco gets a lot of use (despite how much you do or don't like the phrase) and therefore, is definable by the way it is used. You knew what bay Mr. Knapp had in mind and I feel you owe him an apology.

All that aside, I am a new subscriber and I love your magazine! Let me know if I can be of any assistance in information from the Oregon area. And yes, we are sensitive to the use of the spoken "Oreegone"!

Bonnie Crossley

Jefferson, Oregon

Bonnie — Certainly we know what "Frisco Bay" refers to, but as lifelong residents of the region we're required to feign ignorance. We believed that by our 'use' of the feint, everyone would understand that we 'meant' no harm.

If, however, Mr. Knapp did not take it that way, we're fully prepared to offer him a Latitude 38 Roving Reporter t-shirt as settlement in full.

□ I'LL ARRANGE IT

At the risk of sounding like the great majority, I would also like to comment that your publication is well accepted and read in Southern California.

I read the article, "Looking Back At A Two Year Cruise" by Rob and Lorraine Coleman, and I had a particular interest in their comments about the Atlantis foul weather gear. Having been the sales rep for Atlantis on the West Coast, I have been involved in researching problems related to gear that has failed or has been reported as a failure. This activity has taken me to the far corners of the Bay Area.

At the outset it's fair to say that a certain segment of the complaints are justified. The vast majority turn out to be half truths, emotional involvement which clouds the true issues, and outright bullshit.

In every, I repeat, every instance that I have found a legitimate failure anywhere close to the warranty period, we have replaced the suit or refunded the customer's money. I have authorized replacement of suits that are one, two and even three years out of warranty. This type of response to the consumer's needs rarely obtains recognition.

I researched Rob Coleman's situation, as I know from experience that Atlantis is not the type of company to ignore such a problem. The facts are as follows: The Colemans purchased their first suit in February of 1979 and a second suit in June of that year. The Colemans left on their trip November of 1981, over two years after the purchase of the suits. The first time Atlantis saw the suits or knew of the problem was April of 1984, five years from the purchase date. Atlantis explained that the suit had a one year warranty and was unable to determine at what point the suit failed. Ms. Buffy Robbins, V.P. at Atlantis wrote Rob a second letter on June 7, 1984 explaining that there was nothing the factory could do as the warranty had

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LETTERS

expired by a number of years.

If in fact the Coleman's suits failed the first time within the warranty period, they are entitled to replacements. If you will have them contact our office I will arrange for two new competition suits with a three year warranty at no charge.

Jack. J. Laurain
Atlantis Weathergear
Encinitas, California 92024
(619) 436-3562

Jack — We're all for consumer rights. If a product is bad, that product should be repaired or the money returned.

But we're for consumer responsibility, too. If there's a problem with a product, that problem should be brought to the attention of the company in a timely manner.

If your dates are correct, we think your offer is extremely generous — to say the least.

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If any Alberg 35 skippers are interested in comparing boat notes, please contact me at the following address.

Perry Kerson
Yacht Alina, Hull 74
429 Maple St.
Mill Valley, California 94941

Perry — That's a great idea you have, not only for Alberg 35 owners, but for owners of other classic designs.

Back when we had our Bounty II — which isn't that different from the Albergs — there was nothing we liked better than bumping into a fellow owner and spending a couple of hours yapping away. There were just under 60 of those boats built, and before we'd sold ours we'd located over 35 of them and could tell you a million Bounty tales. What a lot of pleasure we derived from it!

We're be more than happy to be a clearinghouse for any design associations that would like to get together.

SAN FRANCISCO WARM?

We wish to sign up for a subscription to your fine publication. While cruising the West Coast — and specifically the Bay Area — we read *Latitude 38* religiously. We miss it very much, so please rush us issues as soon as is feasible.

We own a 30-ft Newport sloop and sailed it from Los Angeles all the way to Seward, Alaska. It was an experience! You could say sailing up here is exhilarating, with the cold, etc. We miss San Francisco with its warmer weather. We'll be back just as soon as our cruising fund is right and ready.

Our home base is Anchorage. Our long term plans are to cruise the world.

Percy and Pinky Newby
Anchorage, Alaska

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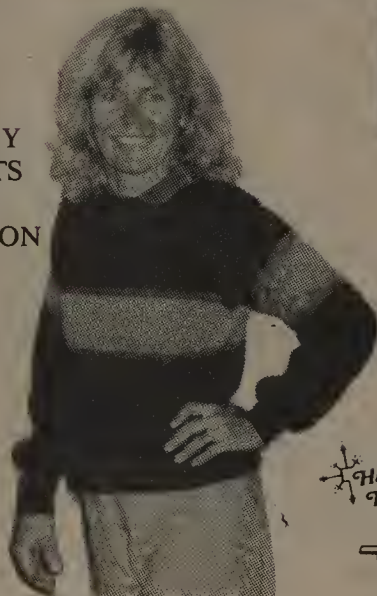
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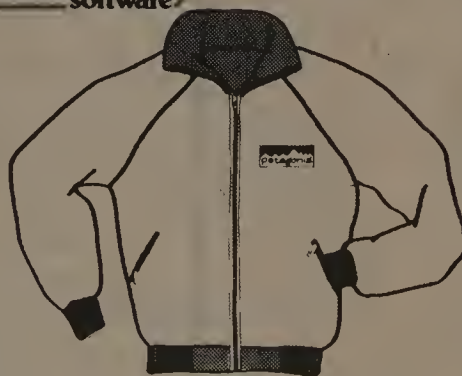
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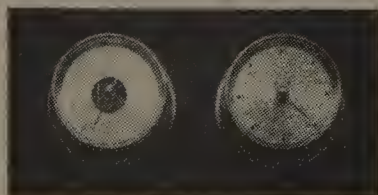


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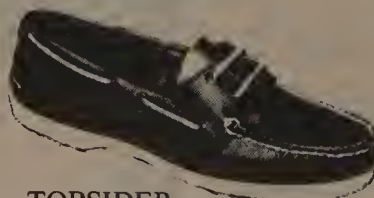
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LETTERS

you'd be interested in contributing a little piece on what it's like sailing in a refrigerator.

□ ACCEPTING THE CHALLENGE

I dare you to print the following:

"Last summer we rented a cute kedge-rigged sloop to sail on Frisco Bay. With all three of its creamy white sheets pulling us along at nearly eight knots per hour, we didn't want to throw down the ground hook until we had had our fill of surfing into the freshets bouncing against the body of our ship.

"When we finally tired of convoying about alone, we pointed for the nearest boat parking lot and knotted our tie-up ropes to the wind-things on the floating sidewalk. Then we went downstairs to our cute little bathroom between the kitchen and the bedroom and tidied-up. Then we went onto the land and talked to the boat parking lot attendant. After a good meal at one of the fish-food places near the fishing ships in Frisco, we clambered back onto our littlebuoyant house, did a better job of folding the sheets around the sticks, and then climbed into our beds and slept like threshers.

"The next morning, after the sun had lifted over the water line, we undid the tie-up ropes, pulled up the sheets, and pulled in on the sail ropes, speeding off into San Pablo Ocean. The 19-ft ship levered easily to and fro, obedient to the slightest push on the steering stick attached to the back-fin. In no time, helped by the strong tide-pools, we had come-up to our home boat park in Sacto, lashed our ship down, and mopped the floor in the steering patio. With our raincoats stored in the closet, we closed the door and abandoned our little ship in his bed-in-the-brine."

Your absurd insistence on the right to do wrong in the misplaced usage of "knots per hour", when carried to a (logical?) conclusion, could invite stories like the above to be seen in your mag. Let's face it -- one of the mystiques experienced boatsmen thoroughly enjoy is nautical lore, and your suggestion that it's all bullshit tends to be spoilsport. Within the true membership of the boating fraternity, there are some things held sacred -- like true Northern Californians never say "Frisco". Even you don't confuse "sheets" with sails, though probably more landlubbers do than confuse "knots" with "knots per hour". I'm afraid that, in sticking to your guns, you're identifying yourself as an outsider to the club you cater to. I've sailed with "Don't confuse me with the facts, my mind is already made up" skippers before, and they nearly always run aground.

Richard C. Stenger
Menlo Park

Richard — We run aground all the time, but we're pretty sure we're in deep water with this one. We had been so sure of our position that "knots per hour" was accepted useage that we never bothered to check the dictionaries. But since the controversy apparently refuses to die, we dragged out the 2,060 page Randon House Unabridged Dictionary of the English Language.

If anybody else cares to do the same, they'll find that for the word 'knot', in section 9 under nautical uses, definition c is: "(Loosely) a nautical mile". By virtue of that we conclude that saying "We were doing 6 knots per hour" is not only understandable, but acceptable. At least in loose society, the only kind to which we adhere tightly.

To say that we're spoilsports of nautical lore is incorrect; we simply refuse to submit to unwarranted precision. Like the tide, language slowly but very perceptibly changes. Why flog yourself by going against the flow when it's not necessary.



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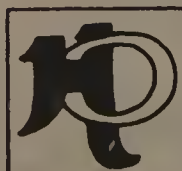
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LETTERS

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□ BLAME IT ON YOUR FRIENDS

Thanks to you and some of my boat crazy friends, I just blew a huge amount of money on a 1977 Windrose 22. I am now the proud owner of two boats, with a budget which will only support (barely) one.

Doesn't that make you feel guilty?

It would not be wise to carry this burden of sin with you when you approach the Pearly Gates.

Since I would like to continue reading your excellent rag for a good long time, and since it may be difficult to do so if the paper is brown and crackly and the edges are singed beyond recognition, I think it would be a good idea to give you a chance to make amends for the above mentioned misdeed.

Please run this ad in your next issue and help me sell my catamaran. It has been a good boat to learn with and has proven to be nearly idiot proof. I can vouch for this as I know the "idiot" very well. The fifth amendment to the United States Constitution allows me to skip any mention of his name here.

I've had a lot of fun with this boat and I'm sure the next owner will also.

David Harpe
Palo Alto

David — Since we already drag the accumulated guilt of 36 years around with us already, feel free to go ahead and pile a little more on. We don't imagine it will make a whole lot of difference.

□ SETTLED

I have been following the raging controversy over the proper use of the term "knots per hour" the past several issues, and believe I may have a way of putting this dilemma to rest — permanently. While it is undoubtedly true that the correct definition of the term is acceleration, not many would argue that the chance of confusion during a normal conversation with a sailor (as to whether acceleration or speed were being discussed) is very small. Methinks, rather, we have a problem in spelling.

Remembering that "knots" is defined as "nautical miles per hour", and that we Americans are forever trying to simplify our high-tech lives with abbreviated jargon (ie. "I need some input on this" or "Man, that car's totally rad!"), what's really happening here is the shortening of "NAUTical mileS" to "NAUT". So when an intelligent boater says "nauts per hour", he's both correct and hip! Now, can we move on?

P.S. Send the "T" to my Box, Man, like cool.

Michael Ransom
Novato

Michael — Gnarly letter.

The shirt is on the way. You didn't indicate a size, but what could it be but large?

□ CREDIT WHERE IT'S DUE

The descriptions of the origins of the terms 'port' and 'starboard' which appeared in your November issue [page 87] come from an excellent new book *Origins of Sea Terms*, by John G. Rogers (Mystic Seaport Museum, Inc., 1984).

I enjoyed reading the book enormously, and recommend it. In fact, I have ordered a copy for *Latitude 38*. Merry Christmas!

Glenn F. Lindsay

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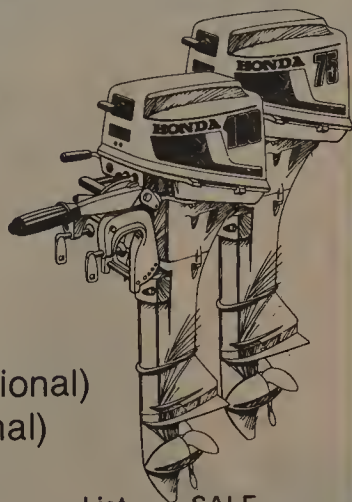
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LETTERS

Monterey

Glenn — If you'll give us your shirt size, we'd like to reciprocate on presents. Thanks for thinking of us.

ON JUST SHARK BITES

Thank you for publishing my latest missive. Now let me impose on your generosity further:

I would like to comment on your comments about the lawsuit involving someone becoming seafood. I do not know the specific facts of the case, but as a general comment, it is probably good practice to provide level foam flotation in all small boats. 33 CFR 183 requires flotation for powerboats and certain manually propelled boats under 20 feet, but exempts sailboats. Nonetheless, most small sailboats have this flotation, and the absence of this foam such that the boat did not provide a (relatively) safe refuge until rescue seems to me to constitute negligence. Perhaps the case would be less odd if the woman simply drowned, but the details of the death do not really touch on the fact that a recognized good practice (recommended as early as 1971 by the ABYC standard) was neglected.

I almost feel the opposite of your implied stance that there are too many boating lawsuits. There are many builders who neglect key elements of good practice and thereby create grave hazards. It is even sadder that those elements they neglect often total far less than one percent of the total cost. Unfortunately, the only way of convincing them that they should try a little harder is to sue them. In addition, you have to recognize that the vast majority of boatowners are not at all knowledgeable about the fine details of correct piping, or shaft couplings (to name two areas almost universally done badly). If these people should suffer loss because a supposedly expert builder cuts a corner, who is to blame? These people buy a boat in good faith, expecting it to be seaworthy, and then suffer a crippling disaster when it is not.

Your comments on my last letter are certainly valid and correct, but I feel that they are due to having expressed myself poorly.

I am not against big boats in any way at all. In fact, I am trying to hustle some custom yacht work for client shipyards in the south and the Far East who have expressed interest in this market. (Unfortunately for your readers, the Southern yard is a crewboat builder and is mainly interested in planning powerboats developed from their standard line of hard chine hulls.)

I intended to suggest that beginners try to limit their financial (and other) commitment until they were certain of what they could handle.

I also intended to emphasize that very satisfactory sailing and boat ownership is accessible to those who do not have financial resources to afford a new 30-ft fiberglass sailboat. When they learned I had a boat, non-sailors always used to comment that they couldn't afford the twenty or thirty thousand dollars they thought was the minimum to sail the Bay.

I also think that the assumption that a nonsailor will always want a big luxury boat is not fully correct. After chartering several different boats, my brother-in-law, who is an inexperienced sailor, professed to preferring the Ensign to any of the larger boats.

This is still not to suggest that there is no place for big boats, but rather that what I perceive as an assumption that bigger is better — or worse — that big is the only way, is wrong. I have many times heard the statement that 22 feet is the minimum size for the Bay. I have also heard that bigger boats are safer or more fun. These statements are more matters of opinion and taste than fact.

I do not even think it is necessarily accurate to suggest that small

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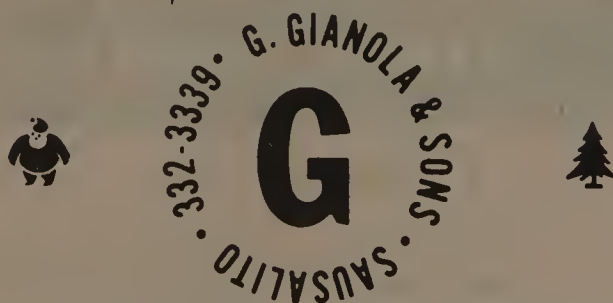
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LETTERS

boats are less comfortable or more work. The size of the rig means that nothing requires much force to handle. Sure, you get wet if you race hard, but a peaceful, quiet sail is just a matter of choosing the weather and the destination, not quite driving so hard and being alert going through waves. (Also, good foul weather gear is cheap compared to a large boat.) With a couple of exceptions forced by having to deliver the boat in adverse weather, I was always able to sail my small (with respect to cost and sail area) boat comfortably. (And this is on a Dragon, well regarded as the wettest boat in Creation.)

To be fair, I am in all probability unfairly attributing to you attitudes which you do not hold, but rather I draw from the sailing scene in general indirectly through your reporting of that scene. (It is unfortunate that English does not have a distinct plural "you".) I really am talking about the same "they" that seem to hold responsible for everything else.

In a sense I am agreeing with your comments to my first letter, in that there are many types of sailing available for many reasons.

I am also suggesting that just because one can't afford a big boat, one should not feel closed out of the Bay.

Christopher D. Barry
Brisbane

Christopher — We don't have the full details of the case either, but our impression was that the catamaran was capsized, not in immediate danger of sinking, and that the woman wasn't in danger of drowning, but just decided to swim for shore.

But what the hell, we'll take your suggestion and put flotation foam into the boat — as has been ABYC good practice since 1971. So what happens? The woman tries to swim ashore anyway or a shark eats her up since half her body is draped into the water anyway. The deal is we're not talking boat quality here, we're talking the concept where the richest person or company closest to any accident or death has to pay — or what some call the 'first rule of law'.

You may think that an increased number of lawsuits results in better built boats, but we believe often times you'll get just the opposite result. The conscientious, in-it-for-the-long-term, product-liability-holding, standards-improving companies will have their products cost more than ever. The result is they'll face stiff competition from the fly-by-night, hell-with-the-product-liability insurance, 'value' and often foreign boats that consumers find so irresistible.

Who wins in the end? It's like a lottery, a couple of lucky victims collect millions, financed by thousands of boatowners all of whom chip in an extra \$100 a year for insurance. Better boats? We doubt it. Better sailors? Not likely. More people who think the ocean owes them a risk-free good time? You betcha!

Flash! We got a few more details. It was a NACRA cat that flipped off Daytona Beach in 1981. The victim was attacked by a shark as she swam to the nearby beach. But get this, Chris, the jury decided the cat wasn't defective in any way — but still found NACRA negligent to the tune of \$450,000!

☐ VOLUNTEERS

This letter is being written to publicly express my thanks to Small Boat Services, a marine salvage service working in San Francisco Bay.

On October 28, 1984 while sailing with some friends we were approaching Ballena Bay in Alameda at approximately 9:30 at night. The tide was very low and we found the sandbar by the mouth of Ballena Bay and became hard aground. I hailed the marine operator to call my wife and advise her I would be stuck for several hours. The message I received back was that my wife had taken my mother to a hospital in an emergency condition, and she was expected to under-



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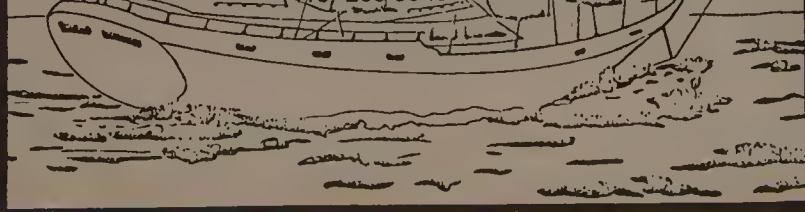
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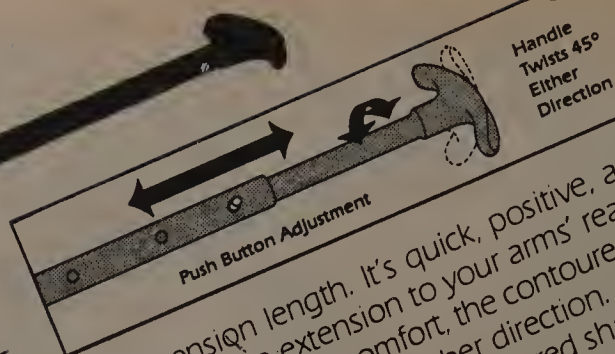
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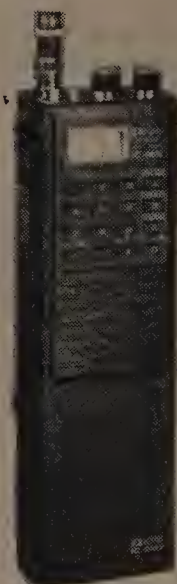
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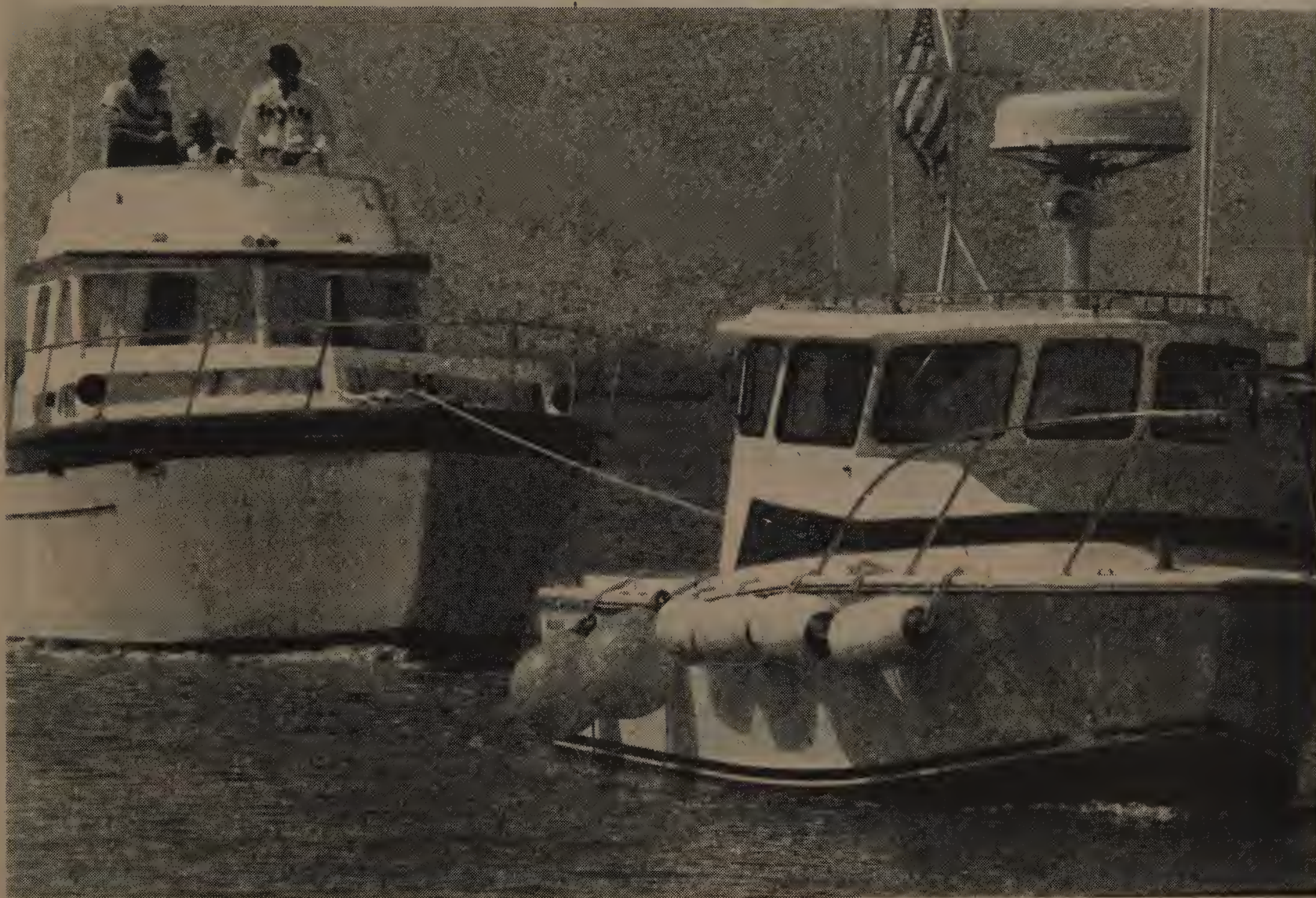
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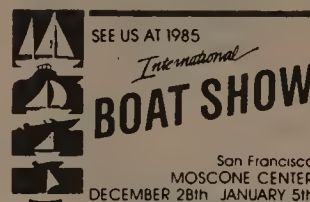
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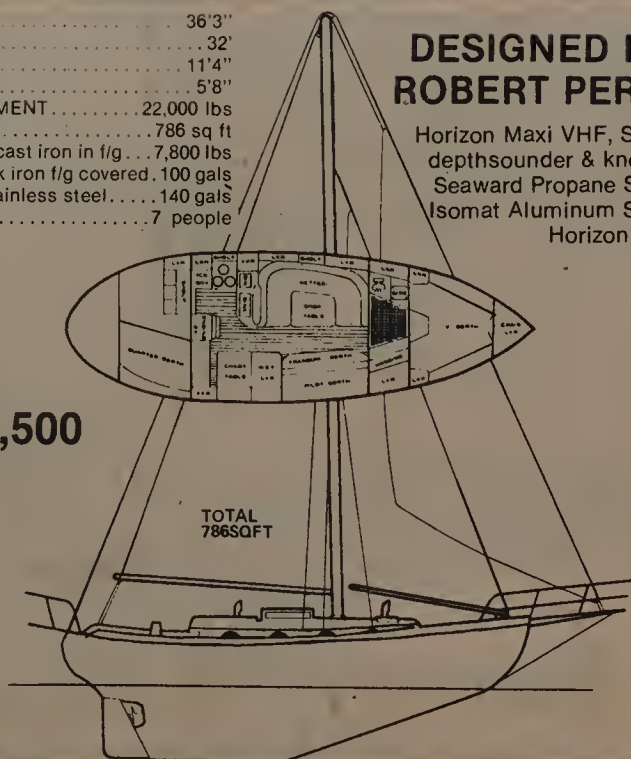
UNION 36

L.O.A. 36'3"
L.W.L. 32'
BEAM 11'4"
DRAFT 5'8"
DISPLACEMENT 22,000 lbs
SAIL AREA 786 sq ft
BALLAST: cast iron in f/g 7,800 lbs
FUEL: black iron f/g covered, 100 gals
WATER: stainless steel 140 gals
BERTHS 7 people
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Horizon Maxi VHF, Signet
depthsounder & knotlog,
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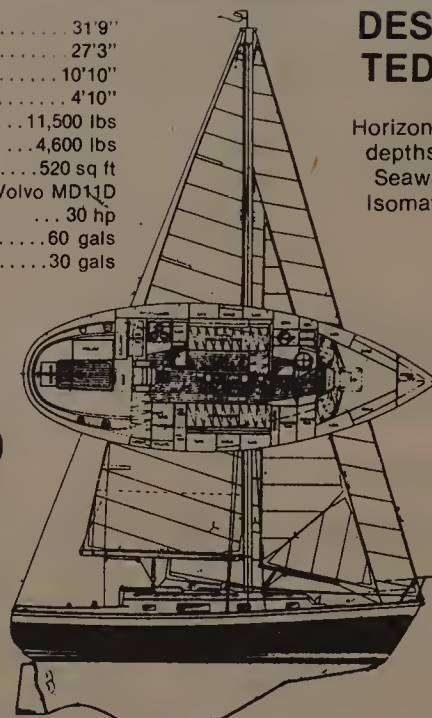
UNION 32

L.O.A. 31'9"
L.W.L. 27'3"
BEAM 10'10"
DRAFT 4'10"
DISPL. 11,500 lbs
BALLAST 4,600 lbs
SAIL AREA 520 sq ft
MACHINERY.. Volvo MD11D
... 30 hp
WATER 60 gals
FUEL 30 gals
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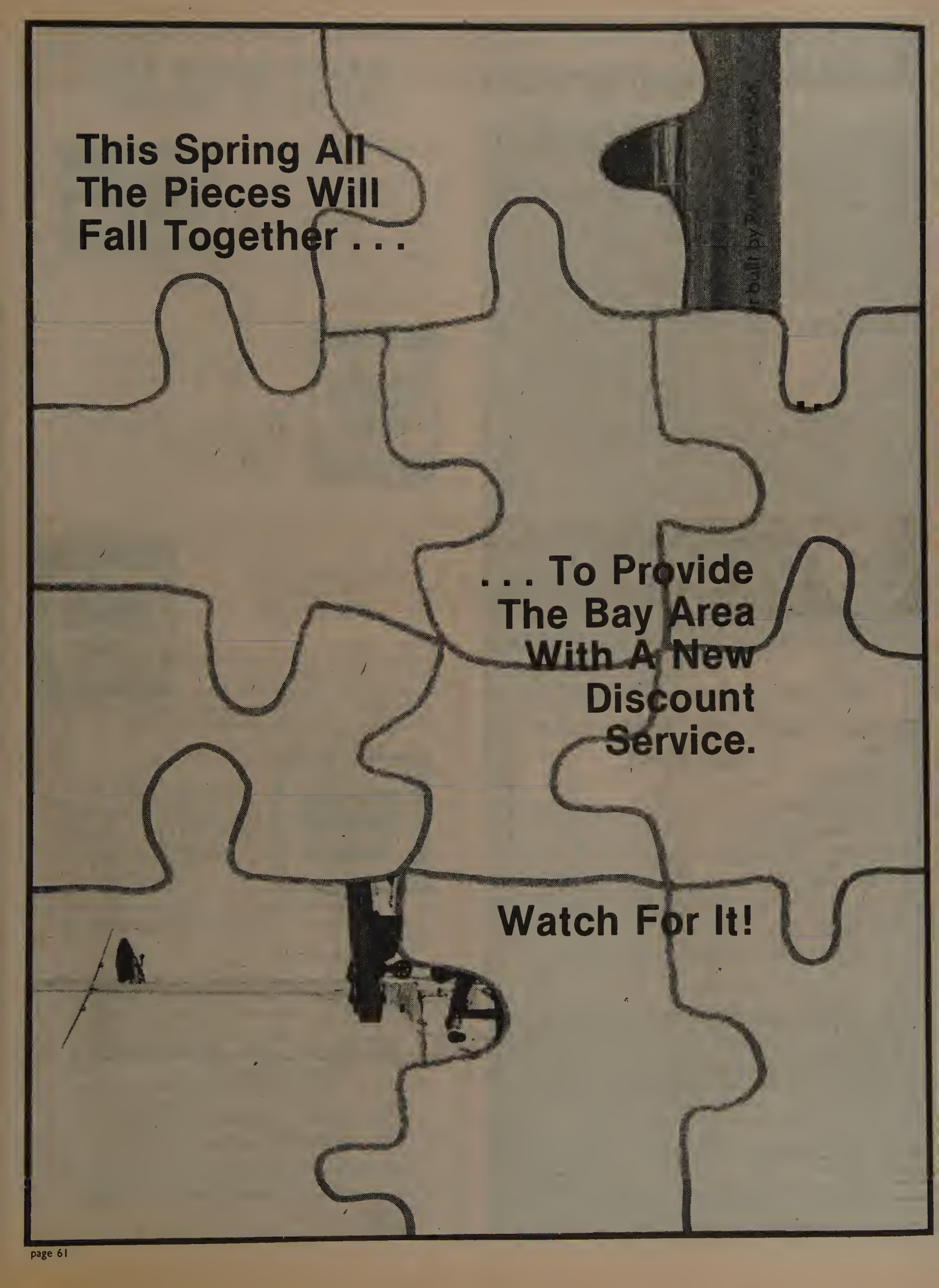
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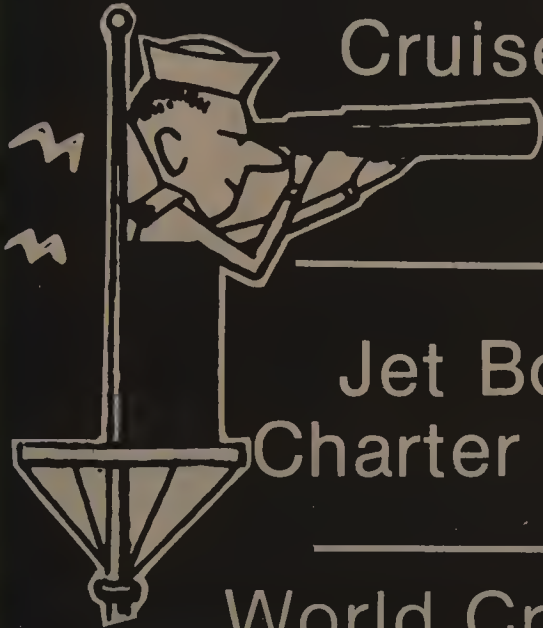
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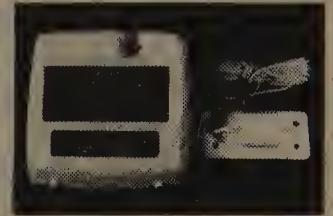
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LETTERS

go immediate surgery. As you can imagine I became somewhat frantic.

I contacted the Coast Guard to see if they could give some assistance to transporting my son and I off the boat and leave our friends to bring the boat in later. The Coast Guard was unable to offer any assistance, but referred us to Small Boat Services, a marine salvage operation working San Francisco Bay. Small Boat Services volunteered to come out and take my son and I off the boat and bring us into Ballena Bay so that we could rush to the hospital, all at no charge.

As it turned out some other friends in Ballena Bay overheard the conversation and were able to come out faster — and in fact did take us in. This however does not change the fact that Small Boat Services made the offer and was coming to our assistance in a situation that, while it was not a boating emergency, was most certainly a personal emergency. I, like many other boaters in this area, have heard a number of complaints about the marine salvage crews in this area, but under these circumstances I believe that a public "thanks" is warranted.

I would also like to extend my thanks to Pat and Frank Muraglia from Ballena Bay who came out and got my son and I off the boat and to everybody with whom I dealt that night for their help, their offers of assistance and their concern.

P.S. My mother now seems to be okay.

Robert B. Gray
Oakland

Robert — A salute to Small Boat Services!

□ A SUDDEN AWAKENING

I guess you could call it that! David and I, along with our "sorta" poodle, Pepper, took the month of July to cruise from Vallejo to Catalina, Santa Barbara Island and the Channel Islands on our *Bounty II*. As always on a trip such as this, we had a terrific time; the weather was great, Point Conception was asleep and friendly, and sunny Southern California, well, it was a sailor's delight.

However, on our return trip up the coast we ran into some uncomfortable weather at San Simeon. So we spent a couple extra days there in the cove waiting out the storm. With weather reports indicating the winds were starting to subside, we left at 4 a.m. one morning. Our trip from San Simeon was "character building" to say the least! Winds were blasting away on our nose the entire time and seas were 18 feet plus. This made for a real ride. I was seasick until midnight, at which time the winds subsided.

David, who is a terrific sailor, had been at the helm the entire time. So being over my bout with seasickness, I took over the helm and he went below to sleep. Around 2 a.m. from out of nowhere a tremendous bright light appeared within 100 feet of our stern. I was petrified!! I called for David, thinking it was all over and he might as well be awake to see our end!

He instructed that I immediately turn to starboard, which I did. Well the mystery ship throttled its big engine and came right after us. Of course with a little 30 horsepower engine on *Bounty*, we don't go anywhere fast. Meanwhile they were blinding us with lights that flooded not only our boat, but also the surrounding waters.

My first thought was to radio "MAYDAY", as it seemed we were being pirated. But after at least five minutes of this harassment they again throttled their big engines, turned off their lights and sped away. Never having identified themselves, we can only assume the Monterey Coast Guard was out looking for dope smugglers and having a little fun for themselves by giving us a scare. Their discourteous fashion made our trip from San Simeon to Santa Cruz one we will

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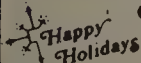
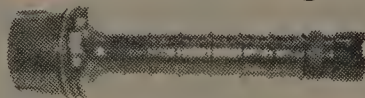
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LETTERS

never forget!

I would certainly like to know the reason for this crazy action.

David and Mary Ann Friedrich

Bounty

Vallejo Municipal Marina

David and Mary — We don't think you can necessarily assume that it was the Coast Guard. About three months ago we were sailing past Point Dume at 1 a.m. and had a very similar incident — and it definitely was not the Coast Guard.

It's true that the Coasties are actively watching and boarding boats all up and down the California coast, but there's lots of other commercial boating activity. You may have crossed paths with one of the many boats involved with the oil industry or you may have been tangling with a fish boat and its nets. Did you try and make contact on Channel 16?

□ LET ME EXPLAIN

Most people know that selling a boat can be a bitch!

I received the following letter as a response to why a potential buyer for my boat wanted to drop the agreed upon price from \$46,000 down to \$35,000. The gentleman is absolutely sincere, but his logic has some problems from my point of view.

If you think it might make entertaining reading, feel free to publish it. Please don't use the gentleman's name, but feel free to use mine and the name of the boat. I'm sure many potential boatsellers will get a chuckle from it!

Ants Uiga

Oakland

The letter:

Dear Ants:

I seem to not express myself well when I talk on the phone, and therefore choose to write to you concerning the Akka. My thinking concerning the boat is as follows:

1) I like the boat very much. It is essentially the boat I have been looking to find. I am sure without sailing the boat that it sails very well. It has very nice lines, and looks fast just sitting at the dock.

2) I will live on the boat that I buy, and I hope that the next boat I buy I will keep for many years. God willing! Therefore, I will need to have a number of changes below decks as well as for cruising. Those would be as follows:

| | |
|---|-------------|
| a) Refrigeration | \$5,000.00 |
| b) Extended galley space, bookcases, wicker doors, and other cabinets | \$2,500.00 |
| c) Life raft | \$1,400.00 |
| d) Dinghy | \$800.00 |
| e) Outboard | \$300.00 |
| f) Battery charging system with electrolysis guarding system | \$400.00 |
| g) New batteries | \$200.00 |
| h) New Man Overboard Module | \$700.00 |
| i) New windvane steering | \$1,925.00 |
| j) Jackstays for harnesses | \$125.00 |
| k) Miscellaneous | \$1,000.00 |
| Total | \$14,350.00 |

3) This would bring my total investment in Akka to \$57,350. I am told by at least two reliable brokers (ones I trust) that with the improvements and things being equal (which they never are) that in three years they could sell the boat for \$50,000, and therefore about \$45,000 net to me. I can only figure that as a

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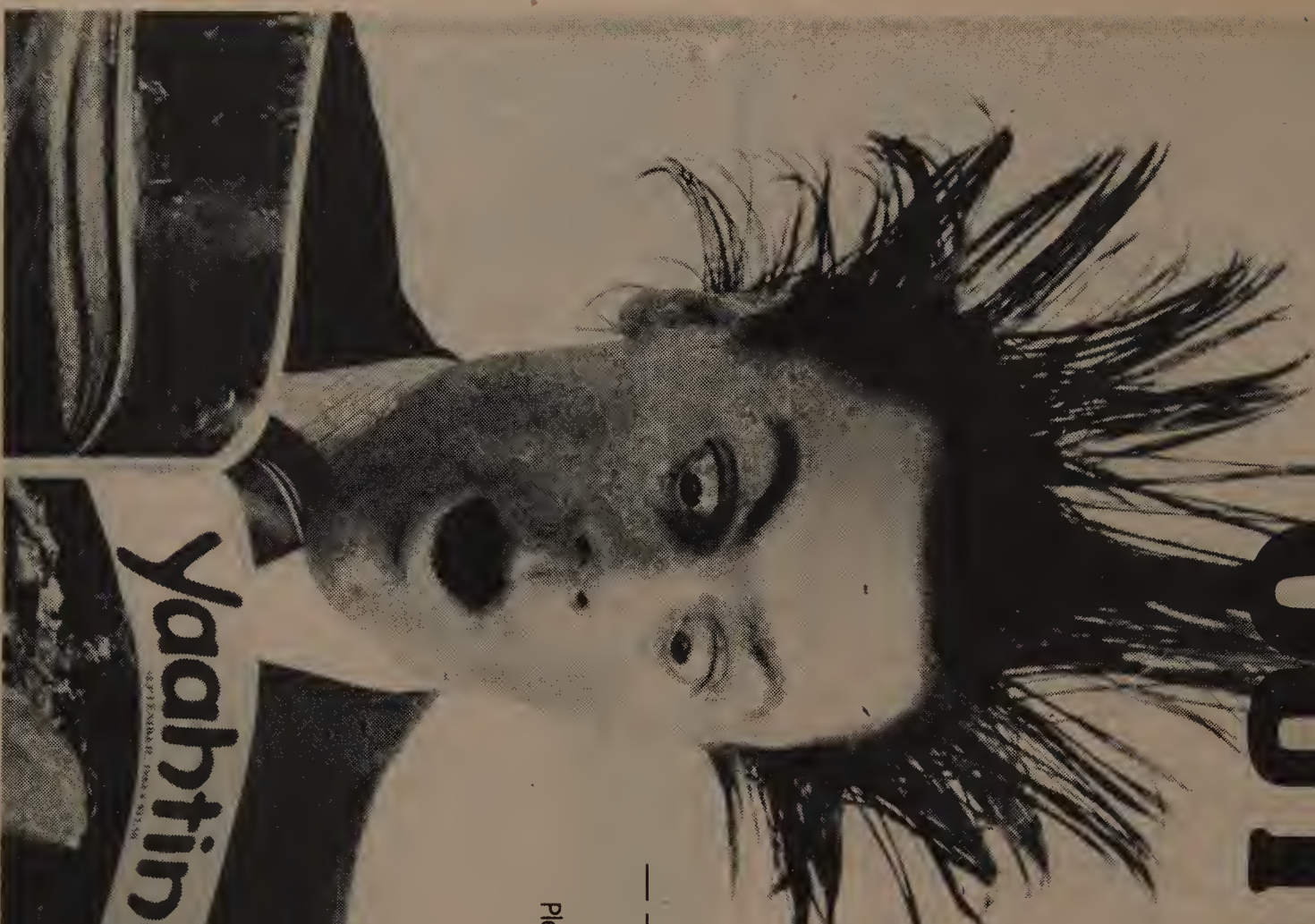
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Yachting

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LETTERS

\$12,350 loss. I am quite aware that investing in boats is a loss. I am trying not to do this again. That is where I got the figure \$35,000. With that figure the total comes to \$49,350, and I am closer to "home".

Buying Akka has little to do with the sale of my present boat. One way or another it will sell. I just want to buy a boat I like, at a price that is fair, that I can live with, and is right for resale.

I thank you very much for all your hospitality and effort. You have a lovely boat, and I wish you luck.

Name deleted

☐ DOING THE DIRTY WORK WHILE WE SAIL

Please send me information on a group called "Recreational Boaters of California". I understand these people are influencing legislation and looking out for the "small guy" boater.

I own a 20-ft Bertram and love our waterways up here.

Chuck Lung
San Jose

Chuck — A couple of years ago we drove up to Sacramento to meet with the folks at Recreational Boaters of California. Initially skeptical, we came away impressed. This is a non-profit group with very little payroll and a regularly changing board of directors — half of whom come from Southern California, half of whom come from Northern California. RBOC does not take stands on issues where there is not unanimous approval by the board of directors. Most of the funding for RBOC comes from yacht clubs and individuals. Latitude 38 strongly urges you — and all boaters — to support this organization.

For further details on RBOC, write Suite 220, 925 J Street, Sacramento 95814.

☐ PANAMIAN COMPLAINT

Having lived in Panama for 16 years, a sailboat owner and member of the Panama Canal Yacht Club for that same 16 years (1968-1984), I read Mr. Urbanczyk's article [*Equatorial Challenger: In Panama*, Volume 87, September 1984] with interest, then anger, and finally incredulity that you would publish such an unfounded piece. While composing a very angry letter — more to the point, a rebuttal to Mr. Urbanczyk's article — I realized my objectivity might very well be challenged.

It has been said that one picture is worth a thousand words. As a photographer I ask you to look at Mr. Urbanczyk's picture accompanying his article. Suffice to say we all know what spending 65 days in close quarters with a self-righteous, arrogant, surly person can do to one's attitude and humor. And yes, I know this was a solo voyage.

P.S. I have enjoyed your magazine for years. While in Panama it kept me in touch with the Bay — and it was always interesting to read articles written by people I met passing through Panama.

Lani Carey
Alameda

Lani — Of all the many people we've talked to who have transited the Canal and cruised Panama, we don't recall anyone who was so frustrated with their experience. Perhaps some of it was because Andrew had been sailing alone, perhaps also because he was in a hurry and on something of a budget.

We prefer to allow our writers to express their true feelings about places, knowing full well that they might not be representative of a greater number of people. In the case of Panama, we don't think Andrew's article was very representative. We also thought it somewhat transparent that he was expecting — and later tried to impose — big

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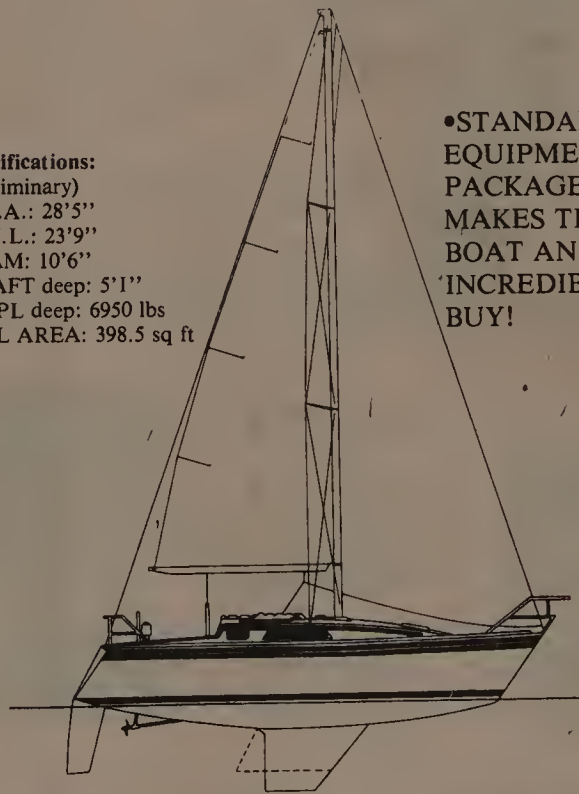
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Dan & Pat Byrne

JOINING DAN FOR THE SEMINAR ARE:



Francis Stokes, of Moorestown, N.J. one of America's most experienced solo sailors, OSTAR and Bermuda One-Two veteran and BOC Challenger. Among the BOC sailors, Francis was ranked with the most knowledgeable.

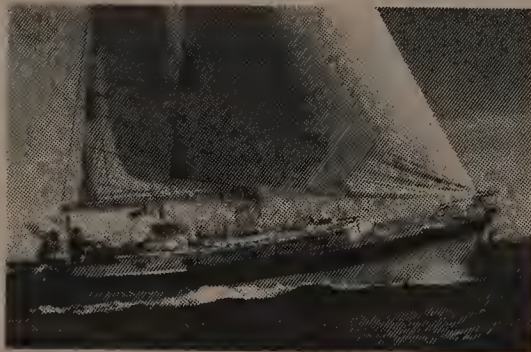


Mark Schrader, of Stanwood, Wash., winner of the 1984 Slocum Medal for his 199-day solo circumnavigation aboard his Valiant 40 **Resourceful**. Mark's achievement makes him a perfect fit for Dan's **Offshore Prep**.

Eva M. Hollmann, a Vista, Calif., naval architect and yacht builder, designer of the Transpac winning **Sunset Boulevard** and a score of other racing and cruising boats.

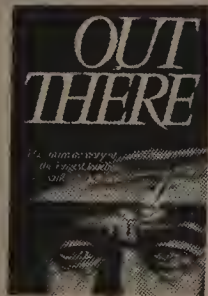
Ted McQuary, of Santa Monica, Calif., seminar coordinator, attorney (Vanderbilt Law, 1963), sailing instructor and ocean-going ham radio operator (KF6JJ).

Says Dan: "When I set sail from Newport, Rhode Island, I had no idea of what to expect. All the books that I'd read didn't give me the answers. But the sea did. I designed my **Offshore Prep** to pass those answers on to everyone who wants to go cruising but doesn't know how to get started."



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LETTERS

city U.S. standards on a small Third World country — something you won't have much success with.

□ MORE ON DIABETES

Regarding Greg Stoyes' Diabetic Encounter:

1) When a diabetic passes out, their blood sugar is always low and they need sugar. If their blood sugar level gets too high they will feel poorly and may eventually (after days or weeks) go into a diabetic coma. It's when it gets too low that they get dizzy, euphoric, sometimes act drunk, and pass out — in rapid succession.

2) Coke (not diet) is okay. But orange juice has more sugar. Honey is good. Diabetics will normally carry "glycogel" by Monovect® in their personal effects. This is a sugar jelly in a foil tube and is best for restoring blood sugar.

3) If the person is unable to swallow, rub sugar on their gums. (But watch your fingers!!)

4) Protect the person from harming himself or others if he convulses or behaves irrationally.

5) From my experience — which is associative, not medical — recovery will take 10-25 minutes. I'd be real worried if it took more than a half hour.

6) Diabetics should monitor their blood sugar with a portable glucometer. A good one is made by Lifescan® in Mountain View.

I took Larry Lawrence's five-day coastal cruising school last month and I can heartily recommend it. Captain Emery Major gave our group of Bay-bound armchair cruisers the confidence and ability to safely go "outside". I see he is now offering a four-day course at a good price. Send him your money, you'll be glad you did.

Thanks for the excellent publication. Don't change a thing.

Dave Ball
Foster City

□ NO NEED TO TELL EVERYONE

I could have choked on my porridge upon reading your November calendar noting the anniversary of the "Cutty Sark"!

Unless the bloody English have finally conquered Scotland since I was last over there, the town of Dumbarton, birthplace of the Cutty Sark, was still firmly rooted in Scotland! (Not England!)

I enjoyed the rest of your magazine!

Doug Ledingham
Scotch Mist
Coyote Point

Doug — That was an intentional error to see if you readers were paying attention. After having built the Dumbarton Bridge and the Cutty Sark, doesn't everybody know Dumbarton, Scotland is in Scotland?

While this certainly wasn't error on our part, we're sending you a Roving Reporter t-shirt to keep quiet about the whole incident.

□ INFORMATION PLEASE

My wife and I are trying to get some information on living aboard and cruising. We have been reading all the information we can get our hands on, but would like to talk to others who have actually 'sold the farm' and have gone cruising. The in's and out's, how they worked their finances, how much it really takes, etc.

We both enjoy *Latitude 38* very much, and I am sure we could get some valuable information from your readers. Our address is 5570 Old 395 North, Carson City, Nevada 89701.

Jack and Sandy Duelks
Carson City, Nevada

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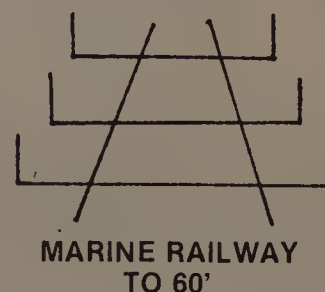
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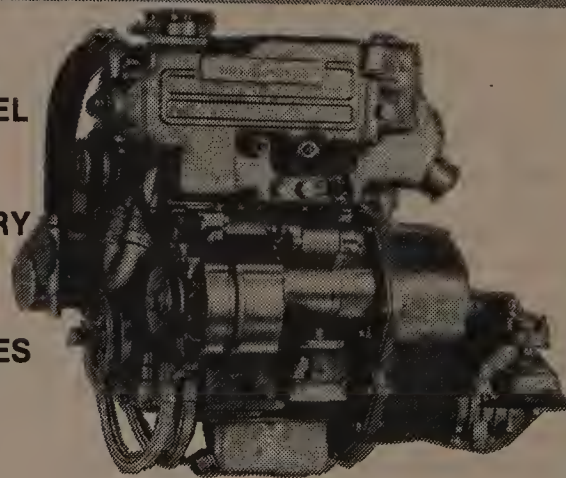
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LETTERS

Jack and Sandy — We're not sure how much more you'll be able to learn from people than what already has appeared in these pages — and from the many personal account books that have been written on the subject. After a while it's sorta like getting married, you just have to give it a stab.

And like getting married, everybody reacts to it differently. But in general, most folks find the good times better than they had anticipated and the bad times worse than they thought imaginable. Some find they just aren't suited for it at all.

People who are a little too spooked to get married, live together; if you're not quite ready to make the commitment to cruising, you might try a couple of charters. Of course marriage counselors will quickly point out that lack of a firm commitment bodes ominously for any relationship.

❑ LOST, BUT NOT AT SEA

I am writing in the hopes of seeking assistance from your readers. I am having trouble obtaining a current address for Unimetrics, a company that makes marine electronic equipment. I currently own one of their White Line Recorder Depthsounders, Model 500, and wish to convert to a digital depthsounder. Since I do not relish the thought of putting another hole in my hull, I would like to ask them if I can use the existing transducer. Unfortunately, I have been unable to contact the company at two separate addresses (Syosset, New York, and Hauppauge, New York) with no forwarding address. Perhaps your readers can help.

Thanks in advance for any help you can render.

P.S. I have a clue for Ron Kent in the search for Bruce Bingham. We ran into his wife Susan (not Katy Burke) in Stuart, Florida, last April. Their *Fantasia* had been hauled in a boatyard on the Okeechobee Waterway in Stuart, and was undergoing extensive underbody modifications. I don't know how one would get in touch with Bruce, nor whether they are still there, but Stuart is not a very large community and this at least may be a start.

Larry Comarsh
P.O. Box 22714
Sacramento 95822

Larry — Ron Kent can find Bingham's address in this issue's Loose Lips.

❑ TURN UP THE SQUELCH

Good grief, you failed to mention the fact that the article named "An Idiot's Guide to VHF Radios" was indeed written by an (tongue firmly planted in cheek) . . . idiot. Several misconceptions were expressed through the article. To wit:

1) VHF stands for 'Very High Frequency' (anything above 30 MHz is considered VHF), not V 'Hip' F.

2) The type of modulation, be it AM, FM, SSB or SW, has diddley-squat to do with the 'line of sight range'. It is the nature of the frequency; the higher, the more the RF travels on line of sight conditions as those who use HF SSB, the lower frequencies hug the curvature of the earth and produce longer distances with lower effective radiated power.

3) The placement of the antenna on the masthead is on many occasions negated by the lousy coax cable most marine antenna manufacturers use and the fact that marine installations on many boats are done by the commissioning yard with little or no knowledge of the proper techniques for preparing RF connectors and adequate weatherproofing. I have, in many instances, at my marina helped neighbors whose radios would not even reach the Coast Guard at the entrance of the harbor.

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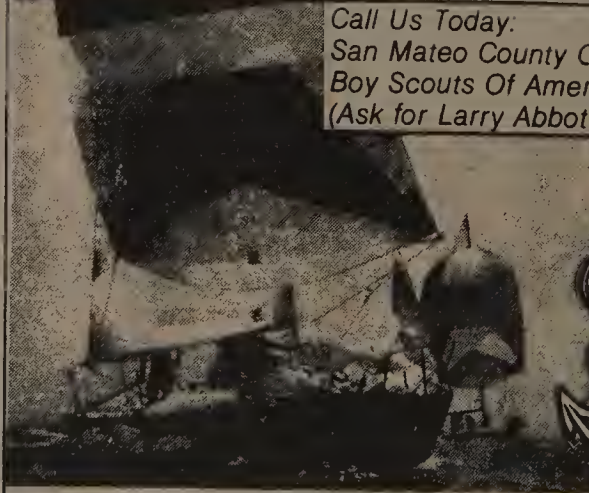
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LETTERS

4) Range. A very strange phenomenon known as tropospheric ducting is sometimes experienced. I have once talked through a Hawaiian 34/94 ham repeater from Southern California while using a hand-held radio. It is rare, lasts about 15 minutes, but it is known to happen.

And finally! "Roger, Wilco, over and out" — indeed! One more time, dummy: Roger = I have understood your transmission; Wilco = Will comply (old WWII term); Over = It's now your turn; Out = Like in, out to lunch . . . I have gone bye, bye.

The only excuse I can give for this tirade is that having had to listen to this misuse of terminology all summer long has given me a short fuse, and then I read your article . . .

Anyway, your mag is tops, just had to nit-pick at something today.

John Barreiro
Channel Islands Harbor

John — We'll cop to most — but not all — of the 'errors'.

We thought it clear that V 'Hip' F was a chunk of nonsense — akin to 'graduate rat' and 'minimum wage rat' who appeared in the articles on lorans.

You also should be willing to admit that the phrase "Roger, Wilco, Over and Out" is a widely used slang expression that translates to: "I can't quite get excited about all these radio details as some people".

□ I LIKED IT

After consuming your great magazine from cover to cover each month for over five years, I thought it would be nice to let you know how much I appreciate *Latitude 38*.

I have been sailing my Columbia 26, *September Song*, for five years, mostly on the Delta with frequent trips to the Bay. My confidence has been reinforced by each new experience. Someday I hope to untie the dock lines for an extended cruise south — and beyond. That kind of voyage takes a lot of preparation and experience, which brings me to the purpose of my writing this letter.

During the week of September 5th through 9th, I signed on with Larry Lawrence's Americana Coastal Cruising School out of Sausalito. I thought some of your readers might be interested in the excellent learning experience it was.

The training covered all aspects of coastal cruising aboard a 45-ft Hardin ketch. There were six of us students living aboard the comfortable yacht, all of us from different walks of life. Captain Brian Donovan, our skipper, did a first class job of instructing. First mate, Dick — I forgot his last name — is a merchant seaman and prepared great meals as well as offered his experience on the sea.

We left Sausalito on a Wednesday morning and sailed to Half Moon Bay, and later on to Santa Cruz. We returned to Sausalito the following Sunday afternoon. During that period we experienced a variety of conditions: sunshine, fog, moderate wind and seas, dead calms — a good variety. The most spectacular time was when we sighted a herd of gray whales that passed our bow some 20 miles offshore.

Everyone on the boat participated in navigation, steering, sail trimming, etc., until everyone felt confident. A true adventure, I came away feeling more confident than ever about heading out the Gate in my own boat.

I would recommend the course to anyone who plans on sailing out the Gate or a local cruise or an extended passage. I take my cap off to Americana and especially to Captain Dovavan who taught me a great deal.

Ex-panty-waist
Jay B. Glen
Oakley

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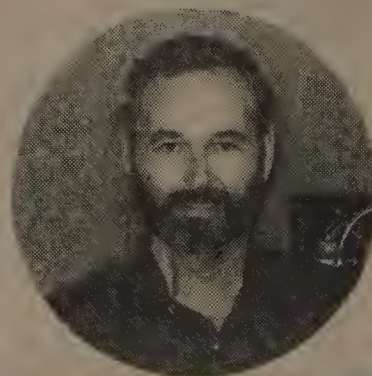
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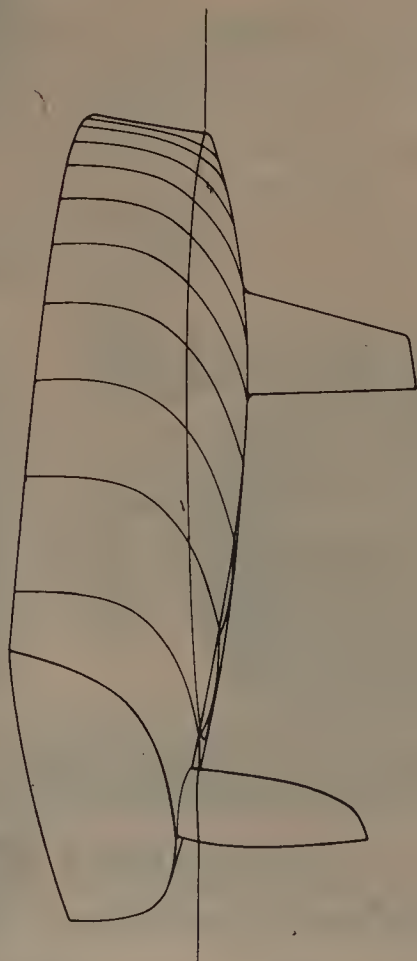


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LETTERS

□ ONE SMALL DETAIL

Just a note to clarify a sailmaker's ad in your November issue. Pictured is the yacht *Details*, of which I used to be part owner. The caption reads: "Alan Andrews 30 *Details*, MORC International Champion with 1/2 oz. tri-star spinnaker". This is accurate but quite misleading.

Details was the MORC International champion, but that was in 1982 when she flew exclusively North sails. She currently uses sails from another sailmaker who apparently wants to be associated with her past victories.

Steve Reed
Seal Beach

Steve — Robin Sadero of Hood in Sausalito replies thusly: "People who live in glass houses shouldn't throw stones, i.e., Damn Near, Boomerang, etc."

□ MORE PROBLEMS

How did you ever get elected as official sounding board and sympathetic ear to the plight of cruisers? Whether or not you intended to take on the role, it seems that *Latitude 38* is the forum for the good, bad and ugly of cruising. The "good" I write to you at regular intervals, but now I feel compelled to tell you about an on-going situation that has caused no end of frustration and irritation.

We purchased a new Zodiac sportboat shortly before leaving the Bay Area a year ago. We cherished it and pampered it at anchorages in Mexico, but as soon as we reached the Marquesas the boat, less than a year old, developed serious leaks which rendered it unusable. In Papeete we had it repaired by a factory-trained technician who didn't want to bother with it, took excessive amounts of time, and charged us over \$150 to fix seam leaks that should have been covered by our five-year international guarantee. Because he didn't even check inflation after the first "repair", we even had to trundle the whole Zodiac out to his shop at the airport a second time, for another three-week delay.

All that we could live with, until the Zodiac began to fall apart before our eyes. We had always been very careful about inflation and maintenance, but we found interior seams and non-stress areas separated and leaking, the floorboard guides split, the keel unglued, the transom separated, etc. We have spent days trying to patch, glue, replace, reinforce, but the damn thing is just disintegrating.

The Zodiac was originally purchased to explore anchorages, and has been completely unusable as such since we left Mexico last March. At Rangiroa (Tuamotus), Aitutaki (Cooks), and Vavau (Tonga), for example, we were really disappointed to be limited to rowing range when we had spent a lot of money for a sportboat for day trips. Now, the poor boat is a joke — we have to pump air in every ten minutes and bail leaking water out three times a day in order to use it at all. The factory towing ring is coming off even though we don't tow the boat, seams are separating everywhere, and the thing has sprouted a whole flotilla of problems which I don't need to list here.

"Well, every factory has problems with manufacturing defects once in awhile," we told ourselves. "Zodiac, with their good reputation, will certainly make good."

Wrong.

We have written letters to Zodiac France, who did contact their dealer in Papeete, who gave us the runaround, did not return any of our calls or respond to our letters. We wrote to our dealer, who did contact Zodiac of America, and who did write us once and say he was working to resolve the problem. But that was over two months ago and we have had no response to our letters since.

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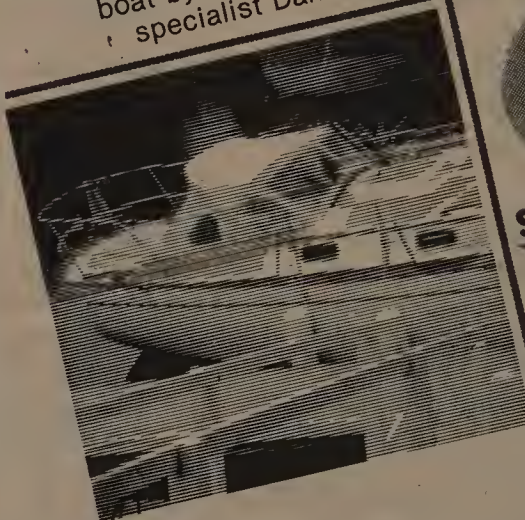
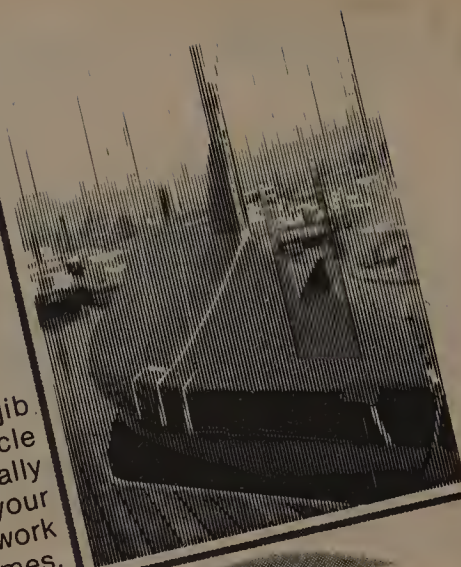
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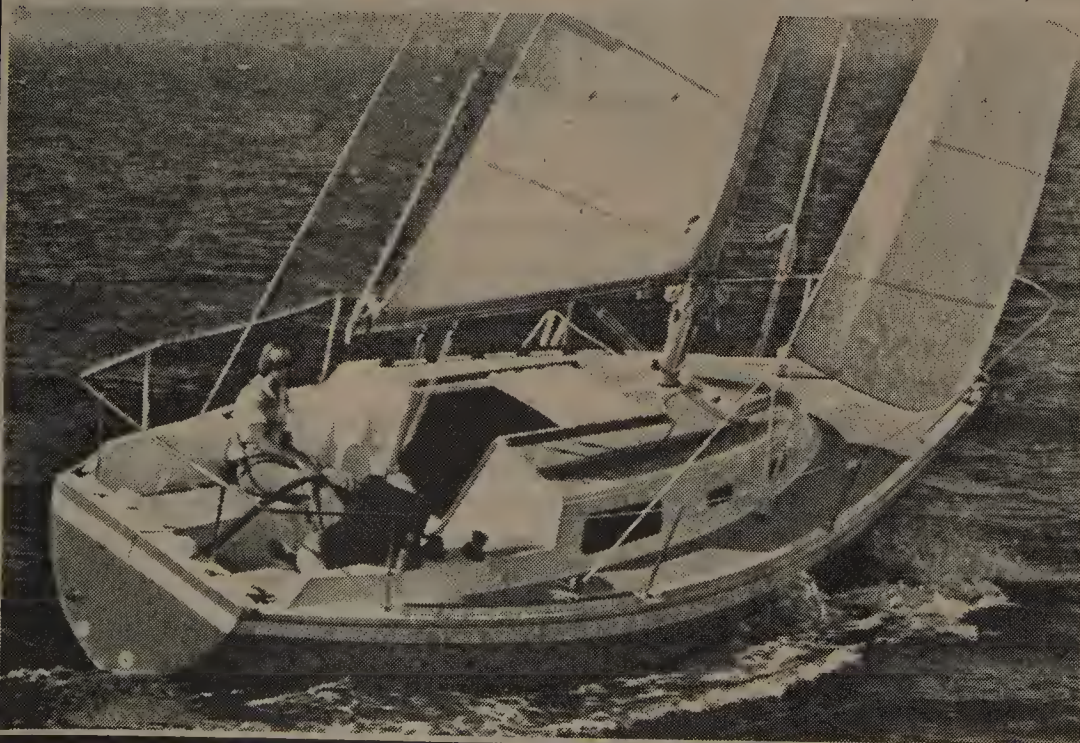
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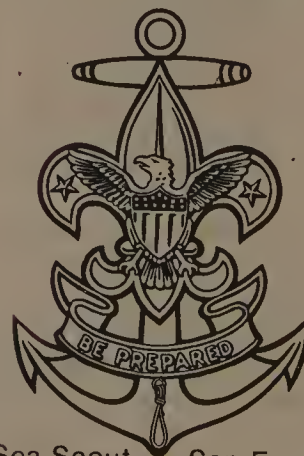
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LETTERS

Evidently neither the manufacturer nor the dealers care that our one-year old Zodiac is crippled and useless due to multiple manufacturing defects. In the five months since we have made specific requests for satisfaction they have been unresponsive and unwilling to provide any solutions, or even to contact us per our repeated requests. I'm tired of being polite.

I just needed to get this off my chest. Zodiacs are just dandy as long as you keep them out of the sun and away from water and, above all, don't inflate them. Thank you for listening.

P.S. Good news — the Suzuki 15 hp we bought to go with the Zodiac has been great!

Wendy Robinson
Yacht Seafarer
Redwood City

Wendy — If we've indeed become "the official sounding board" for cruisers, we can only believe it's because we say what we believe rather than necessarily saying what's going to make certain people the happiest. Your letter is a good example, because we thought you've written great stuff for us, we don't think you're going to be all that happy with our response to your letter.

We indeed have sympathetic ears, but after a while our sympathy starts to wear thin. If we may speak frankly, we've gotten more correspondence from your boat concerning shoddy work and products than from any other reader in the history of our publication. Just off the top of our heads we can recall demands for refunds over bottom paint application, bottom paint, depth sounder parts, depth sounder repairs, and now this inflatable. As sympathetic as we genuinely are, we can only conclude that either you're exaggerating just a little or are the victim of some monumental bad fortune.

□ THE WHINING PARAGRAPH

In this morning's mail I found a letter from a subscriber, forwarding a page from *Latitude 38* he thought might be of interest to me. A photocopy is attached:

Mr. Hinz says that tobacco is a very valuable commodity with which to barter; this is great for cruisers but only detrimental for natives. I wrote a similar letter to the editors of *Cruising World* but received no response. It sure would be great to see a retraction from Mr. Hinz in his column. If every cruising boat in the South Pacific followed his advice and carried tobacco to the islands, it seems to me a lot of harm would be done, and I'm sure nobody wants that. Let's keep the islands and their peoples as untainted as possible when we visit. Let's keep everything positive for everyone.

The letter to the editor in your magazine definitely caught my attention.

Mr. Coleman has a bone to pick with *Cruising World*, which is all well and good. He's entitled to his opinion. In fact, even though I'm a smoker, I agree that tools and fishhooks are better barter items than cigarettes.

What gets my hackles up, however, is your decision to run the whining third paragraph, which seems to demand a response and a retraction from us. Coleman's last remarks are petty afterthoughts that most editors would have dispatched with a blue pencil.

I enjoy an elbow in the ribs from *Latitude 38* or any other magazine, as long as it is done with good humor and good taste. Mr. Coleman's letter and your decision to run it lacks both.

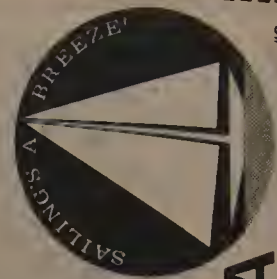
George Day
Editor
Cruising World

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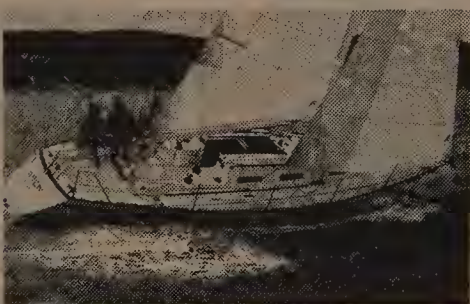
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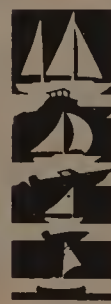
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LETTERS

Newport, Rhode Island

George — At Latitude 38 we try to let people have their full say and "blue line" as little as possible. We're certainly sorry if the inclusion of the paragraph offended you or any of the other folks at Cruising World, as we certainly didn't think it would be taken that way. As a test for whether or not we should include it, we tried the paragraph out on ourselves, substituting our name for Mr. Hinz, and Latitude 38 for Cruising World. We suppose we don't take things quite so seriously out here in the west, because it didn't raise our hackles at all.

Nonetheless we are sorry and hope you'll accept our sincerest apologies.

□ TALK THAT TALK, BUT CAN YOU WALK THAT WALK?

Your reply to Mordecai benHerschel's letter in the November issue was astonishing in its puerility, Ben Herschel's argument was sound, and correctly reasoned.

If someone said to me, "He's going eight knots per hour," I would conclude that I was dealing with some lubber fresh off the farm who doesn't know the difference between port and starboard, aft and after, aloa and aloft, the right word and the wrong word.

It appears that you studied grammar under Lewis Carroll's White Queen. I commend to you the wisdom of Mark Twain, who wrote something to the effect that good writing demands that one use the precisely appropriate word, not an approximately or nearly correct one. You can read it for yourself in his essay on James Fenimore Cooper.

Yours for better, if not good, writing.

Ivan Leech
Seattle

Ivan — The example in your letter perfectly illustrates the pitfalls of being so rigid about the use of words and language. By concluding anyone who says "he was going eight knots an hour" is a lubber fresh off the farm who doesn't know port from starboard — well, it leaves you looking like an expert on language and a fool about life. For from extensive personal experience we can tell you that many of the world's finest sailors and seamen use the world 'knot(s)' in such a manner.

Maybe Chapman, Mordecai, and you can talk a better game of sailing than these experts, but when it comes to an important race or surviving a storm at sea we'll stick with the guys who talk bad but sail well.

As for Twain's quote, we think you've misunderstood his point entirely. In *Huck Finn*, for example, Twain was very precise about the words he had Old Jim use, but he deliberately didn't have Old Jim use them precisely. There's a huge distinction, and everyone who has read the *Adventures of Huck Finn* thanks Twain for recognizing it.

□ 38 OPENERS

I have just returned from a 2½ month 'landlubbers' tour in the South Pacific. Remembering months of re-reading old sailing magazines at sea and in foreign ports, I stuffed in a couple of current ones to pass on to other yachties. I wish I had had several copies of *Latitude 38* along as they are really appreciated and provide great 'openers' for some interesting 'ship to shore' conversations. I'd like to urge any of your readers that may be traveling to areas frequented by cruisers to do the same.

Since I am rebuilding my boat, a 43-ft steel cutter, I kept my eyes

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LETTERS

open along the way for new products that are not available in the U.S. One small item I ran across that might be of interest to a few of your readers is an upholstery button that won't rust or lose its fabric cover like the ones that I have found in the U.S. I brought a few back to try. The manufacturer is Scott Button Co., P.O. Box 34165, Auckland, New Zealand.

Gene Stager
Grass Valley

Gene — Latitude 38 will be happy to load folks headed to cruising ports with all the past and current 38's they desire.

□ LATITUDE 38 PROMOTES CULTURAL CHAOS

This knots vs. knots-per-hour thing is getting to be a regular section. I'm delighted to read that there are still some tough souls out there. I realized that getting editorially dumped on is part of the game, but Mordecai deserved better.

There's no question that word usages change with time. Words are symbols for concepts, which are open-ended, i.e. change, and a word is sometimes applied to more than one concept. The answer to *Latitude 38's* question (how do you know if "knot" refers to speed or something on a rope?) is not usage, but context. The word "knot" has, though its evolution, become applied to two concepts (all sailors know how this happened), and the concept to which it refers is only clear when the context is clear. Further, in the context of speed, as opposed to the one which includes Matthew Walkers and knotty problems, "knot" has long meant nm/hr, a very simple concept. Hence the irritation felt by Mordecai, who recognizes that a perfectly adequate term is misunderstood by those who speak of knots-per-hour. The physicist rightly observes that nm/hr/hr describes acceleration rather than speed, but he is not the only one to object. The person who understands that words are symbols, applied to concepts derived by a process which connects them to an objective reality resents the practice too, because to do so is to sever concepts from their basis in the real world. The consequences include blurring the distinction between truth and falsehood, and are not just incidentally related to the cultural chaos so evident today.

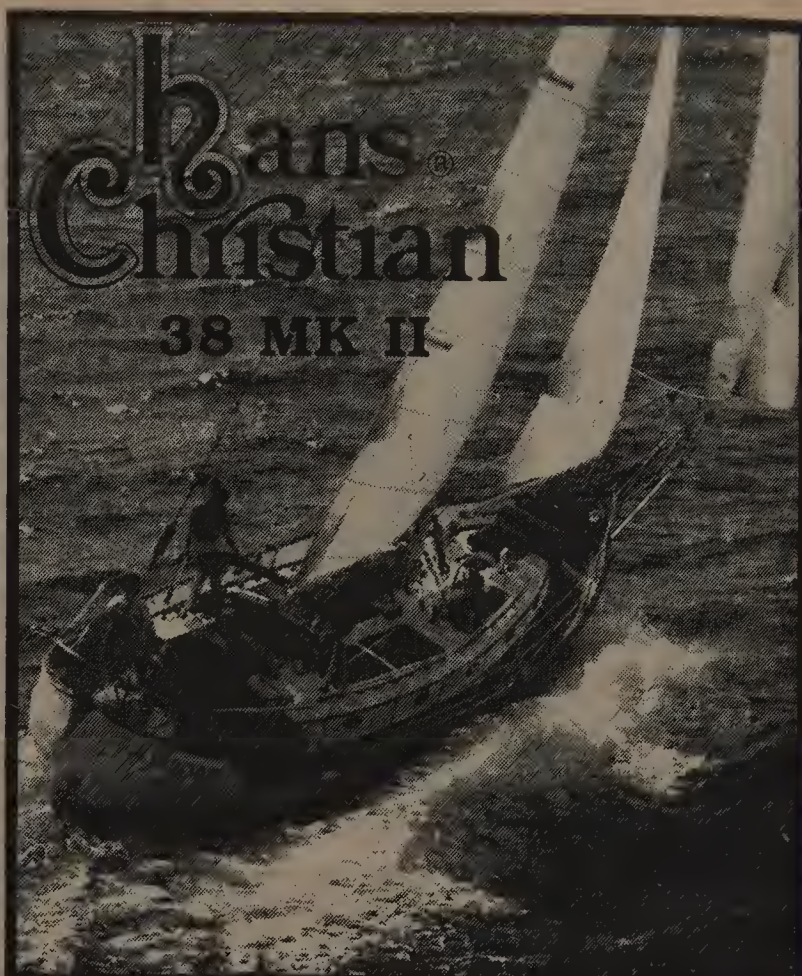
To say that observing children's manner of language acquisition "proves" that words are just uses, exposes a fascinating and important matter, but your simplistic assertion is arguable, to say the least. There is insufficient space in your great (sailing) mag to go into this, but see Montessori, or better yet Rand, *Introduction to Objectivist Epistemology*, for a much more lucid and productive discussion. The same work will also thoughtfully and thoroughly clarify your confusion of definitions with concepts or the words which symbolize them.

As to the "drab and colorless" bit, that is the groundless contention of lemmings who are too indolent to discover the beauty of a rational way of life. One hears it in all kinds of contexts, which generally share an anti-mind sort of bias. Surely you wouldn't claim that the language of great authors is effective and colorful in proportion to their imprecision, would you? There's much more to words than their definitions, and confusion about the issue degrades both art and science.

I'd love to pursue it, but I know when enough is too much. You should see me after one too many Pusser's!

Stephen M. Jackson
Mill Valley

Stephen — Chances are they'll throw away all the nukes and have free press in Nicaragua before we could ever settle this issue. In what's going to be our final comment on the matter, let us only caution that holding the positions you, Mordecai, Chapman and all the



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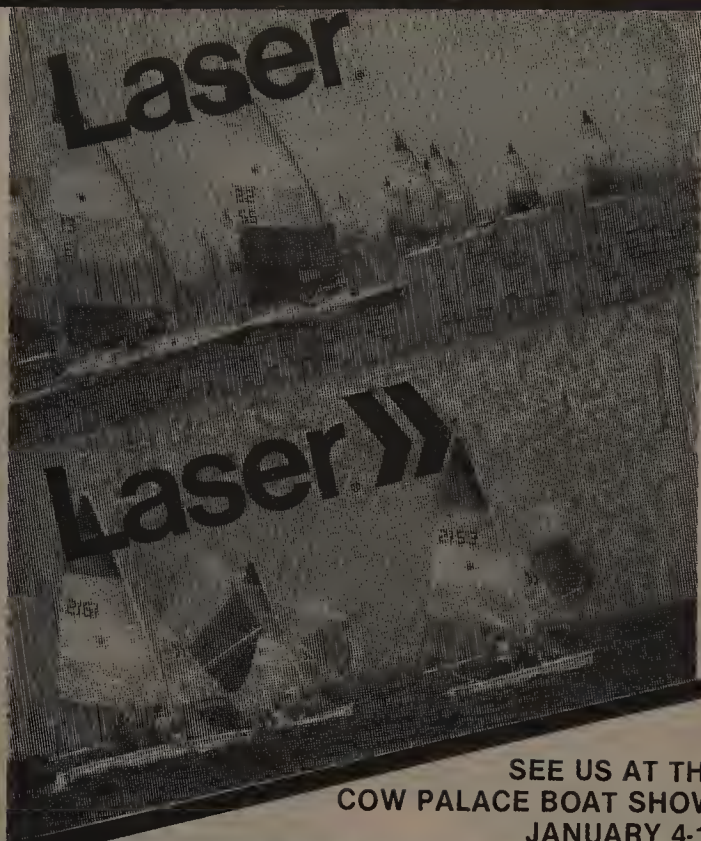
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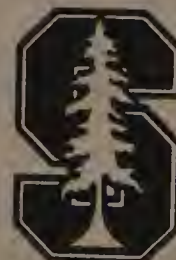
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LETTERS

rest wish to hold about language will only eventually lead you down the road to inexplicable paradoxes and unsolvable pseudo-questions. We think of Descartes poking around the thyroid gland looking for the answer to the mind-body problem, a pseudo problem caused by an overly restrictive view of language much as the ones you folks embrace.

But if you think we're crazy, well that's alright with us. As for you Mordecai, please accept our apologies if we were overly aggressive in our response to you — as several readers have suggested. We'll try and be less rabid in the future.

□FOOT IN THE HATCH

I have been living in the Bay Area for over a year now. This last summer I had the opportunity to do some sailing and also spent some time working on a friend's boat. Although it is only recently that I have become interested in boats, I've practically become obsessed with them.

Being new in the business I was wondering if you or anyone else has any suggestions on how I can get more involved in the world of boats. My problem is that I have very little money. What I would like to do is work on boats part-time this summer when the weather gets better. I believe that this would be a good way for me to get my foot in the door — not to mention that I actually enjoy working on boats.

So if anyone has suggestions or knows of people who hire apprentices, I would greatly appreciate the feedback.

Deanna Bradbury
San Rafael

Deanna — Our only suggestion is not to stray too far from the waterfront. If you want work there, you've got to be there.

As for more specific advice, we'll leave that to our readers.

□MAKING PEOPLE FORGET THE TEXAS RANGERS

It has been a very active year for the Ranger 26 Association. In the last 12 months the Association has raced, as a one-design fleet, in the MYCO Mid-Winter Series, San Francisco Yacht Club "Resin Regatta," ODCA and the Richmond Invitational.

Our members and crews have also participated in other events such as : first in class — Doublehanded Lightship, first and third in class — Doublehanded Farallones, Santa Cruz "Windjammer" and Silver Eagle.

I'd like to say thanks to all the crews, yacht clubs and race committees that made the events possible. In appreciation for your coverage of the San Francisco Bay sailing scene, please accept the enclosed Ranger 26 t-shirt.

David Fullerton
Fleet Captain
Ranger 26 Association

David — Thank you!


□THANK YOU MONTEREY

I want to take a moment to thank some very fine people who came to my rescue in the Monterey marina. As I came into the marina my transmission failed me, seizing up, and I lost power.

I dropped my anchor to keep from drifting into any boats or going somewhere I didn't care to. Nonetheless the surge in the marina after the storm on November was quite strong — in fact the Coast Guard had just put a hole in the side of a boat they had brought into the marina a few minutes earlier because of the surge.

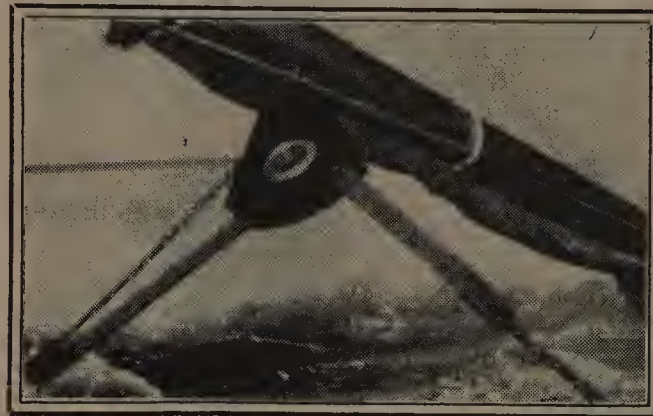
A bunch of fine people contributed in getting lines to Solent, my Robb 37-ft yawl, that we were able to maneuver into a slip without so

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LETTERS

much as even touching another vessel.

So thank you John and Tim, both of whom work at the marina. Thank you Robert and Mrs. Fish — who had just bought their new *Flying Fish* (which I'm glad I don't have to help pay for). Thank you Charlie and Sue, as well as John's ladyfriend, Mary Ann, and the other person who left before I was able to express my gratitude.

I could go on and list many others who helped in other ways to make my three-day stay — until the weather changed for the better — very pleasant. For example, another Tim who has a King Fisher, and Tony who has a Big Bear. Both were willing to help me with the transmission.

Thanks to all you people.

Richard Bower
Solent
Berkeley

□ GENERALLY SPEAKING

Like most other Bay sailors I enjoy reading your magazine. Ever since you changed the masthead to *L'atitude* (about sailing) 38 I have thought that was most appropriate.

Now, however, after reading the latest *Loose Lips* I suggest you change the name to *L'opinion*.

L'jest.

Dennis Cartwright
Palo Alto

Dennis — "L'we're not certain we understand you completely. L'could you be a little more specific.

□ SHORT LETTER

How about two more years of the greatest!
Please!

Dennis Stoop
Jamestown, Rhode Island

Dennis — You got it!

□ CORAL REEFS OF COMMUNICATIONS

I had not intended to participate further in the discussion of "knots" versus "knots per hour" that was prompted by my offering of a quotation from Chapman in the August issue. I cannot now resist, however, since the exchange of views has become so marvelously scholarly, what with all of the wonderful and long-gone philosophers you have trotted out in support of your position.

But why are you breaking out such "big guns" to resolve such a simple issue of language? I am all for simplicity and fluidity in language so long as communication is achieved, but, as has been pointed out, "knots" and "knots per hour" simply don't mean the same thing. You seem to be contending that it really doesn't make any difference because everybody knows what you're really talking about anyway. The logical extension of this way of thinking is to say that it is okay to call sails "sheets", as non-sailors do, because everyone knows what is meant. I feel that a sometimes dangerous sport like sailing benefits, as does the operating room, from reasonably precise language.

And, since we are now firmly locked in the polemical mode, I would have to say that your vituperations against Chapman are a rather classic example of the "*argumentum ad hominem*". You know, the one where you attack your opponent rather than the issues, usually because a viable argument in support of the issue — or against — cannot be constructed.

As to the rest of your rather specious and/or puzzling arguments

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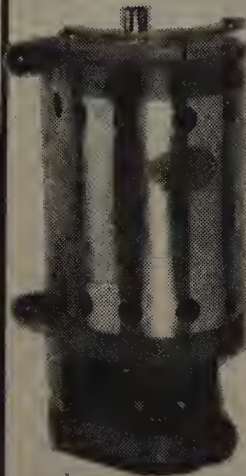


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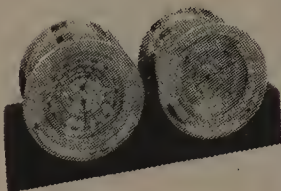


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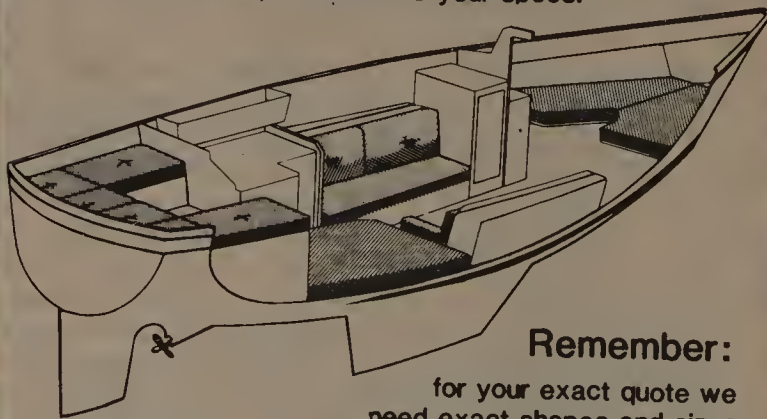
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LETTERS

involving the hairless pate of the King of France (Oct.) and Chapman's imagined response to the highway patrol officer, I fear I must consign them to your poetastic "coral reefs of communication".

I will try not to be "blinded by science" (whatever *that* meant in the context in which you used it) if you will resist succumbing to the promotion of a simplistic, smugly egalitarian sailing language that manifests the entropic qualities of tending toward sameness and chaos. You don't, after all, have to be an anal retentive to want to communicate in clear and correct language. It's nice to be progressive and participate in the dynamism of language, but there is also much pleasure to be derived from learning correctly another language — in this case the ancient language of the sea.

Your Stuffy Old Fart in Naples, Florida
John Pumphrey

John — A couple of comments on your fine letter — even though we've claimed to have given up the subject.

One, we were not attacking Chapman personally, we were attacking his self-righteous attitude that anyone who says "knots per hour" is ignorant. That's simply false — to say nothing of being an "argumentum ad hominum" against a vast segment of the sailing population.

As for logical extensions, you can damn well call sails 'sheets' if you want. You can also call them 'rags', 'canvas', or 'dacron'. In fact you can call them 'ruocks', 'chocolate', 'mpjths', or any damn thing you want to call them. Use those terms consistently and frequently enough and everyone will know precisely what's meant by them. Cause that's the way language has always worked, and it's the way it's working right now. At least from our perspective.

□ FIND A NEED AND PLUG IT

The super plug which appeared in *Latitude 38* concerning the Nautical Science offerings at the College of Alameda beginning early in January 1985 knocked my telephone clear off the hook! Calls came in from Los Gatos, Fremont, Berkeley — from all over the Bay Area. Thanks for the interest.

Because of the outcry for navigation courses, the College has decided to offer an advanced class in celestial navigation — a class designed to include a complete day's work: the moon, the planets and the stars, as well as guidelines concerning polar navigation, and navigation in ocean areas with rapid currents and giant tides.

A field trip to the seashore is planned in order to provide a genuine horizon, and a realistic height-of-eye for the student navigator.

I can think of no finer way to let the Bay Area afloat community know what is going on than through *Latitude 38*. You are doing an absolutely superb job!

Macey Casebeer
College of Alameda, Nautical Science
522-7221, ext. 308
Alameda

Macey — Why thank you!

□ BARLOVENTO


I would like to acquire as much information, stories, original pictures and photographs of the schooner *Barlovento*, a 65-footer built in 1933.

I am interested because she sits in a beautiful harbor north of Seattle, Port Ludlow, and has been sitting there neglected for the last two years! She looks like a lonely lady who needs some T.L.C.

I heard from a friend up here in Seattle that she saw pictures of this boat in your magazine. I've included stamps and an envelope for you

sally lindsay's

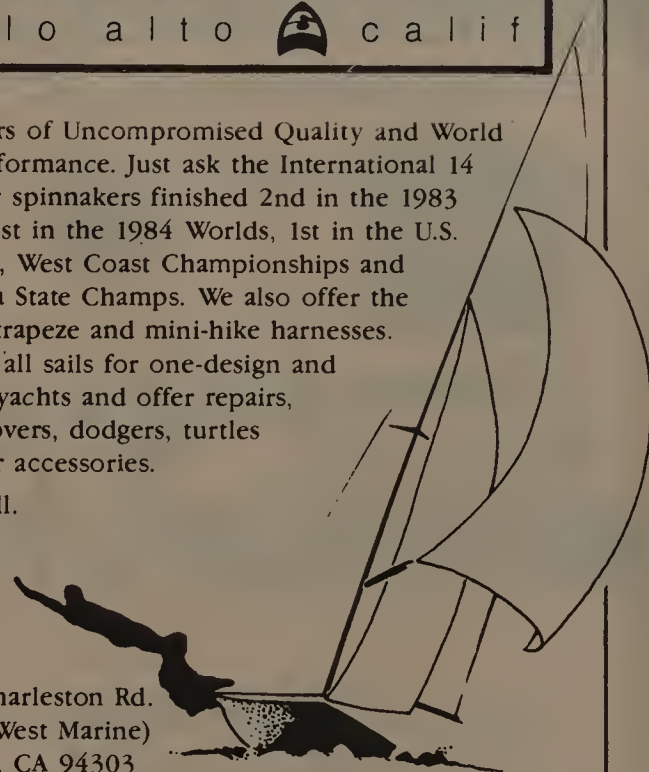
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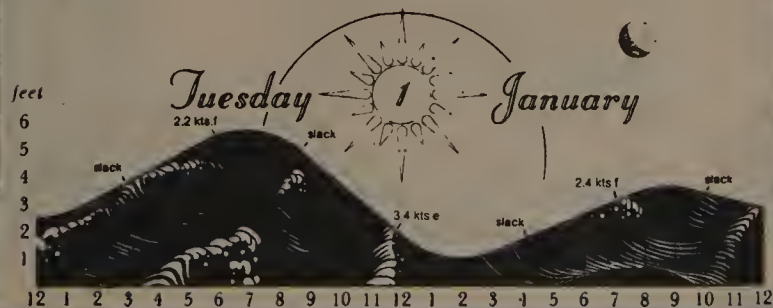
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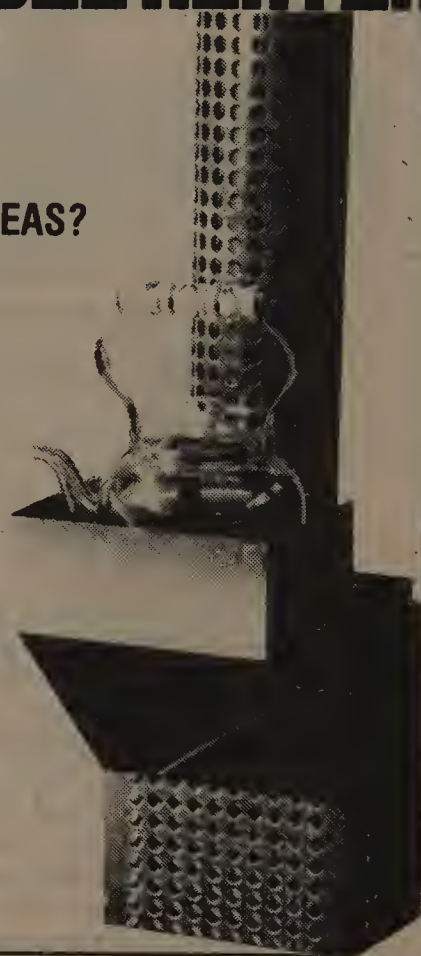
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LETTERS

to send back information. If you cannot, please send me the addresses of people I could write to.

I'm currently volunteering on a 101-ft schooner, the *Adventuress*. I have been doing this for approximately ten years and I love it. Helping restore and sail *Adventuress* has broadened my understanding of wooden boats. It would be wonderful to help restore poor old neglected *Barlovento* and to see her sailing again in Puget Sound.

D. Denholme
Seattle

D. — Sorry, but we can't remember in which issues we've run information or pictures on *Barlovento*. We do know that she's had several West Coast owners, and that many folks on the coast have sailed on her. Perhaps they'll write you at 801 W. McGraw #1, or even phone at (206) 285-2464.

□ THREE QUESTIONS

Does anyone know who is making the Freya 39 now? Or where the molds are?

Also, what are the dates of the Sea of Cortez Race Week?

Roger Barlett
San Diego

Roger — The Freya is going into production again under new ownership. There's an ad for the boat and company in this very issue.

The Sea of Cortez Race Week starts March 30 at La Paz, and finishes on April 6 at Isla Partida, an island about 25 miles north. We hope to see you there.

□ SIERRA HIGH

I really enjoy *Latitude 38* and anxiously await its arrival each month. We live in the Sierra California foothills and do most of our sailing at Scots Flat Lake as well as Oroville and Folsom.

There are quite a few of us small boat sailors who enjoy the various lakes of the Sierra foothills. We'd love to see an article or two in *Latitude 38* regarding California lake sailing.

Don Samuelson
Grass Valley

Don — We've done a couple of articles in the past on California lake sailing and the next one we have planned will be called "Circumnavigating the Sierras". We'll be hitting many of the High Country lakes with an El Toro — but not until the snowfall has abated a bit.

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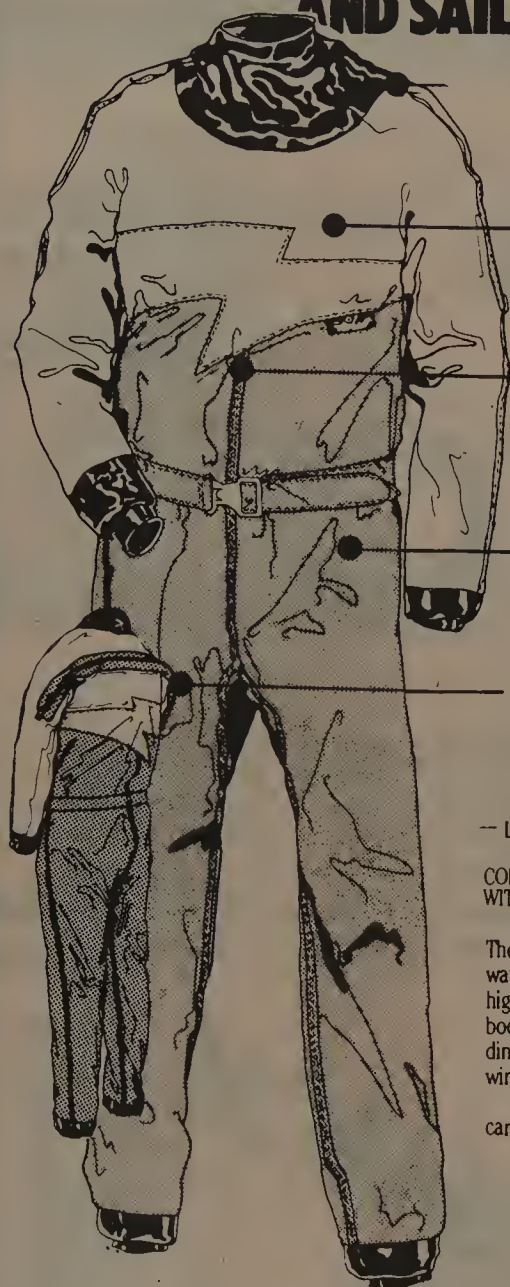
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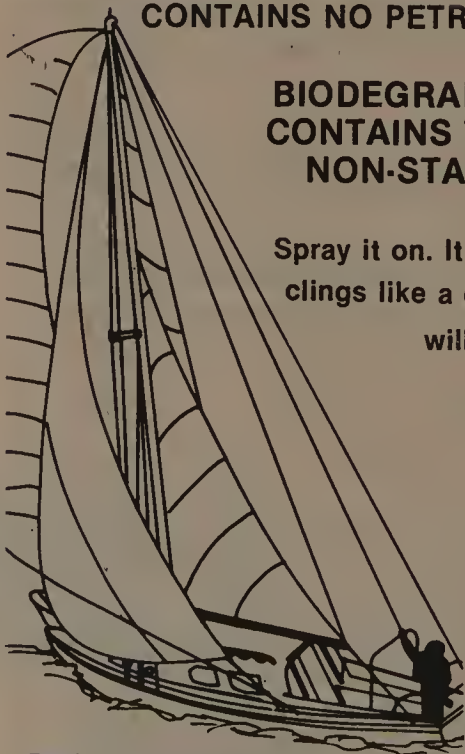
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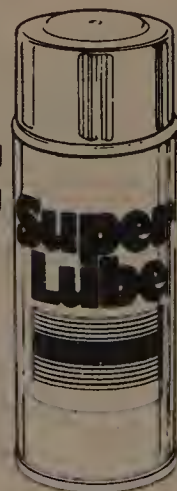
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LOOSE LIPS

Larry Harris, who died unexpectedly of a heart ailment last month while vacationing in Mexico, was one of the unsung heroes of Bay Area sailing. In his late 40's, Harris had spent years working behind the scenes organizing cruises, running races and helping support local sailors in funding their Olympic and international sailing campaigns. A fourth generation Californian and resident of San Francisco, Harris was a member of several yacht clubs, including the St. Francis, San Francisco and the San Mateo. He played a key role in organizing the latter and served as cruise chairman for the St. Francis. Many Bay racers owe him thanks for the numerous regattas he helped run with selfless efficiency.

Most importantly, friends recall him as gentle, warm, and totally dedicated to the boating community. His work as secretary/treasurer of the S.F. Bay Sailing Association was a testament to those feelings, and he will be missed by many. A memorial fund is being established in his name and donations can be sent to the S.F.B.S.A., P.O. Box 1801, Mill Valley, California 94941.

Black and white relief.

The sport of sailing and color photography certainly have found good friends in each other. Almost any camera shop you walk into today has sample shots on the wall of billowing, multi-hued spinners contrasted with deep blue skies. That's certainly fine, but in some ways the mass market appeal takes the special edge off such scenes.

Maybe that's why we really liked the handsome, 288-page book of stunning black and white photos we received recently. The volume is called *A Century Under Sail*, and contains 215 images from the cameras of Morris Rosenfeld and his son Stanley. To use a reverse analogy that Bay Area sailors would understand, these two are the Diane Beestons of Long Island Sound and the America's Cup races held off Newport, Rhode Island. Between them they've probably spent most of the weekends of the past century out on the water taking pictures of sailboats.

Many of the shots in their new book are familiar, such as the famous profile of legendary designer Nathanael Herreshoff, the billowing 12 Meter spinnakers that appeared in a 1938 issue of *Life* magazine, and the historic 1962 America's Cup race when Australia's *Gretel* surfed past America's *Weatherly* to win her first and only race. There are others too, all accompanied by comments from the photographers.

Besides the excellent quality of the prints, the images portray a history of East Coast yachting from the schooners and J/Boats of the turn of the century up to the loss of America's Cup in 1983. There's even a shot of Sir Thomas Lipton, five time loser of the America's Cup from 1899 to 1930, partying with friends, including Rose and Joseph Kennedy. We've already spent the better part of an hour leafing through this fine book, and look forward to spending more time with it. Maybe you ought to check it out too at your favorite chandlery or bookstore.

Holiday on Hyde.

The folks at San Francisco's Hyde Street Pier want to invite you down to take a look at their historic ships, listen to stories about the West Coast's maritime past, sing sea shanties and browse through the new bookstore. The latter is having its grand opening on December 1-2 and 8-9, with ten percent off on all books, posters, calendars and gift cards. Here's a chance to take care of some of those old salts on your Christmas shopping list.

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 - Detachable safety harness in waterproof tunnel,
 - Lightstick & sky-blazers in special pocket on the left sleeve,
 - Chest & leg-pockets with a double waterturning flap to prevent water from entering,
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 - Non-magnetic sliders on frontzip (to prevent disturbing of a bearing compass),
 - Double waterturning flap over the frontzip,
 - Inside pocket that can be closed,
 - Double frontzip for convenience,
 - Collar closure by means of velcro & non-magnetic D-ring (also important to prevent hypothermia),
 - Instant draining, when a man who has gone overboard & wants to climb on board again, by a netting in the underpart of the legs,

Hood quilted with 4mm foam

Detachable inflatable built-in lung

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Detachable safety harness in waterproof tunnel

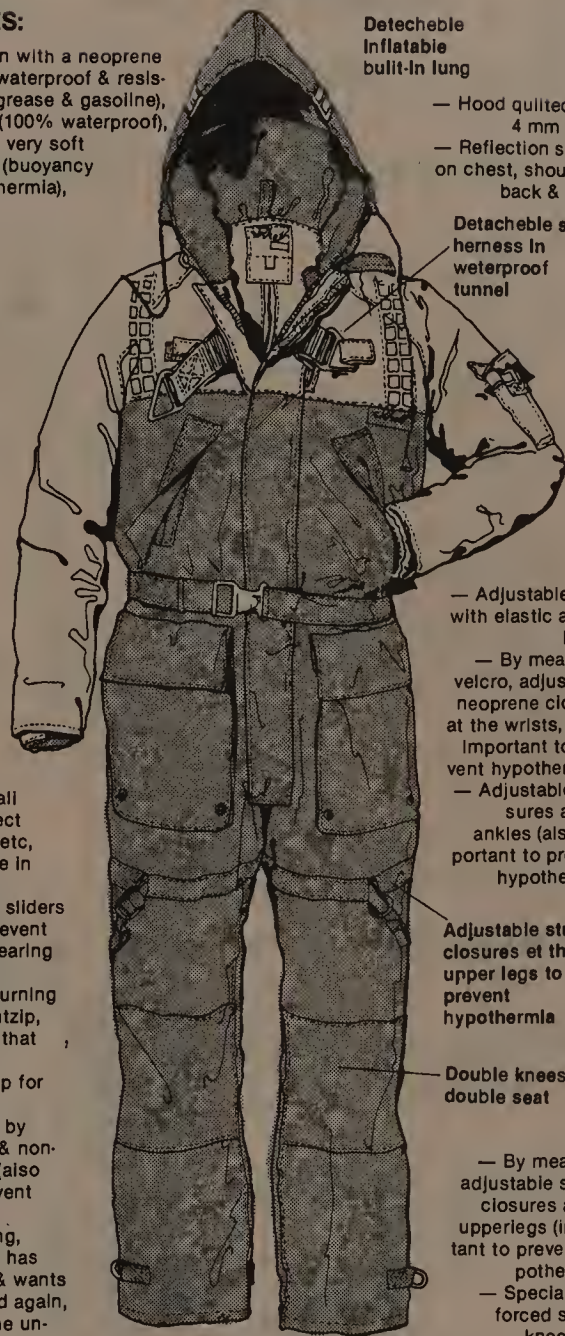
— Adjustable belt with elastic at the back,
— By means of velcro, adjustable neoprene closure at the wrists, (also important to prevent hypothermia),

— Adjustable closures at the ankles (also important to prevent hypothermia),

Adjustable strap closures at the upper legs to prevent hypothermia

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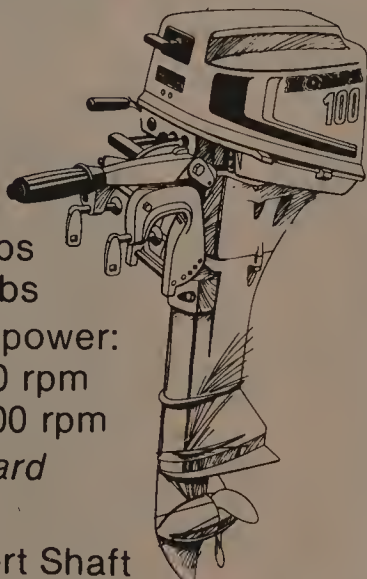
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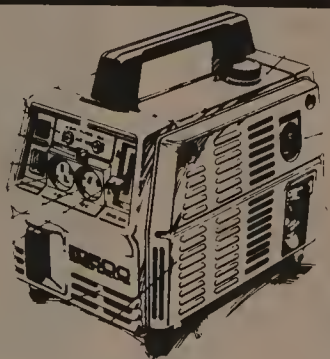
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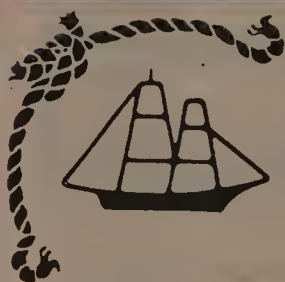
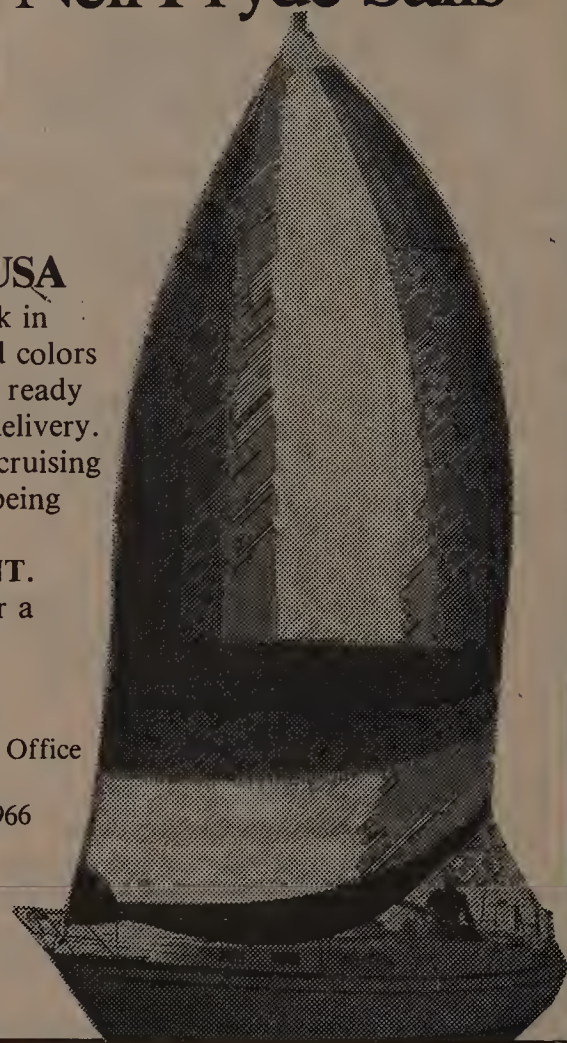


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LOOSE LIPS

masted lumber schooner *C.A. Thayer* and an 1891 S.F. Bay lumber schooner, are part of the National Maritime Museum of San Francisco. Also nearby in the Fisherman's Wharf area is Pier 43's square rigger *Balclutha*, which sailed 17 voyages around Cape Horn, and the Maritime Museum at Beach and Polk Streets, across from Ghiradelli Square.

If you are out on a winter cruise, you can anchor in Aquatic Park for 24 hours and dink ashore to visit these attractions. The anchorage is exposed to northerly storms, however, and security on the beach isn't all that great either. Perhaps a better alternative would be to guest berth at Pier 39, which is half a mile to east of Hyde Street Pier and hike over. You can also detour for a ride on the cable cars, which turn around right next to the Cannery. If you have any questions, call (415) 556-6435.

Valuable hand fixture.

Wrong-way Riise, whose story of sailing up the coast appears elsewhere in this issue, had nothing but praise for a borrowed hand-held VHF. It seems his boat's VHF quit receiving soon after he left Dana Point and all subsequent communication was accomplished with the ICOM model IC-M2.

Wrong-way reports that the smaller unit was clearer, more convenient and had more features than its shipboard counterpart, and that it "saved us a lot of grief" more than once. W.W. says that he'll most likely get the permanent unit repaired, but that it will only serve as a backup to the handheld he plans to have permanently aboard. "It's at the top of my Christmas list," he says.

John — his real name — also mentioned a neat trick he discovered when neither the handheld unit (3 watts) or the more powerful standard VHF (25 watts) would quite reach the station he wanted:

"I knew I needed just a little more output because the marine operator kept coming back to 'tell the vessel calling that the message was too garbled to understand,'" says John. "So I took the mike from the big set in one hand and the hand-held in the other, held both up to my mouth, punched both buttons at the same time and made my call again. This time we came in loud and clear and completed the call using the 'stereo' technique."

It's something to remember if you're ever in a similar situation.

Cal boating speaks.

"All you ever wanted to know about boating safety and more" is just one of many presentations currently being offered by the California Department of Boating and Waterways, also known as Cal Boating. The speakers, experts in boating and boating safety, are available statewide to address such topics as rules of the road, hypothermia, boating law, required safety equipment, and the increasing problem of small vessels boating in navigational channels used by deep draft vessels.

If you or your sailing friends would like to take advantage of this service, contact Kathleen Calderon, deputy director of Cal Boating, at (916) 445-6281.

Things that go bump in the night . . .

The Coast Guard reports that there have been several near misses recently between large commercial vessels and small boats — some of which were anchored in navigational fairways — not displaying lights at night.

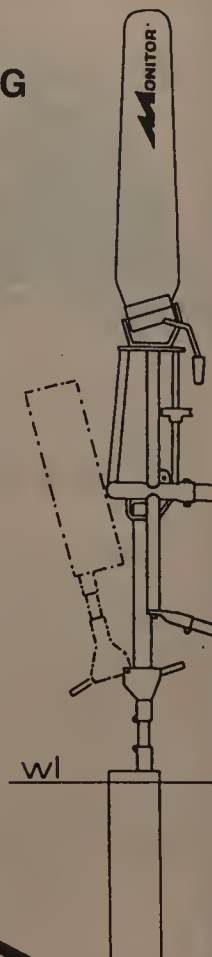
Beside being the nautical equivalent of Russian roulette with five loaded chambers, failure to display either running lights or, where re-

MONITOR STAINLESS SELF-STEERING

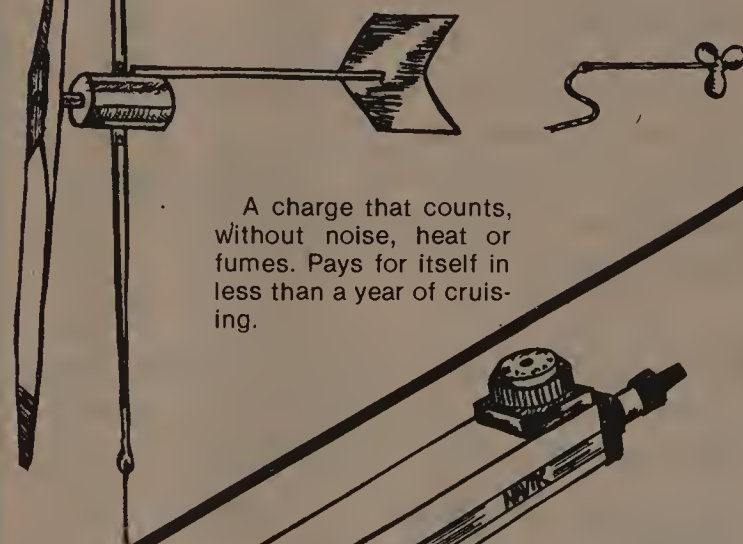
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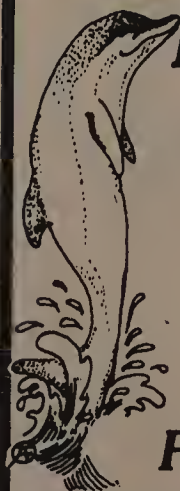
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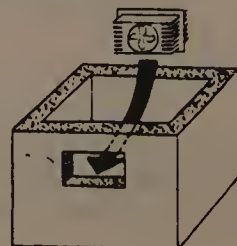


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LOOSE LIPS

quired, anchor lights is a violation of federal law subject to a maximum fine of up to \$5,000 for each offense. This assumes, of course, that the law catches up with violators before fate does.

You want it? A *Latitude 38* reader has it!

A month or so ago a gentleman who had purchased a half-completed Bruce Bingham designed 32-footer wanted to know where to get a hold of the designer for interior plans. Reader Dick Doerr informs us that Bruce can be reached care of Fred Bingham at 516 E. Arrellaga, #5, Santa Barbara, California, or by calling (805) 966-2015.

Any other questions?

Sailing seminar goes satellite.

Satellite transmission of seminars is one of the coming rages from what we can tell, and now sailors can see what it's all about. Several veterans of solo circumnavigation — Santa Monica's Dan Byrne, New Jersey's Francis Stokes and Washington's Mark Schrader — will beam their combined knowledge around the country on February 16th to 25 locations from Boston to Anchorage, Alaska.

Stokes and Byrne, both competitors in the 1982-'83 BOC Challenge around the world race, and Schrader, who circled the globe in 199 days during that same period, will answer questions on a host of topics in what seminar organizers are calling "Offshore Prep". Among the topics to be covered: wind vanes, autopilots, rigs, foul weather gear, clothing, provisioning, SatNav, electricity generation, the six most important sails and radio communications. Boat designer and builder Eva-M. Hollmann will also be on hand to lend advice about seaworthiness for offshore sailing.

The seminar is aimed directly at cruisers, and participants will be able to ask questions directly to the authorities via audio hook up. West Coast sites include Los Angeles, Newport Beach, Portland, Oregon, San Diego, San Francisco and Seattle. For more information, contact Sailing Experience Seminars, P.O. Box 1725, Santa Monica, California 90406 or by calling (213) 458-2138.

Better to lose the pole than the man.

Steve Rosenthal of San Jose reports that he found a man overboard pole November 10. On Highway 17. You know, the road over the mountains between San Jose and Santa Cruz. It's just wild speculation, but we think it probably came off a trailerable boat rather than one sailing on its own bottom.

If you lost the pole you may claim it by calling Steve at (408) 923-6562 and identifying the number on it. Considering the rough treatment, the pole is said to be in good condition.

As for you Steve, we're sending along a *Latitude 38* Roving Reporter t-shirt for your behavior becoming a sailor.

Let's clean this one up . . .

Last month we reported that Scott Owens had sailed his Santana 22 *Sunol Warrior* to win the first SYRA Champion of Champions regatta in October. Due to a clerical error, the scores for second place finisher, Tony Chargin and his Rhodes 19 *Sinbad*, were incorrect. The error has been corrected and *Sinbad* is the winner. Our congratulations to Tony and his crew.

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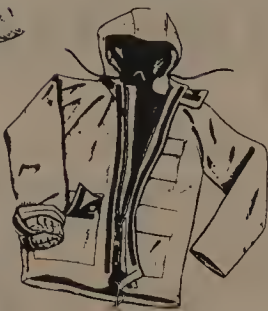
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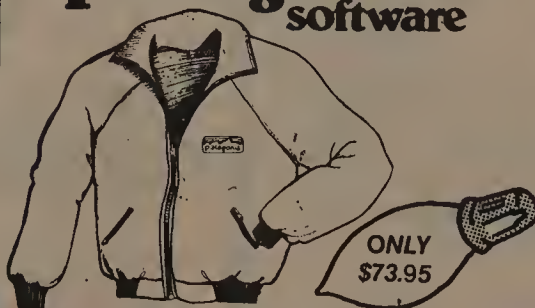
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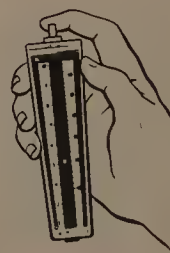
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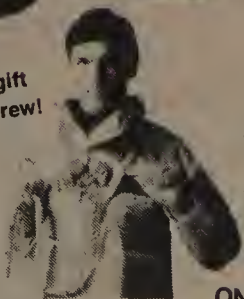
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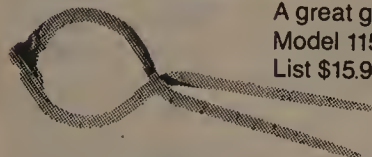
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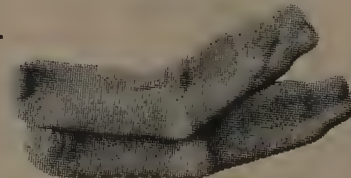
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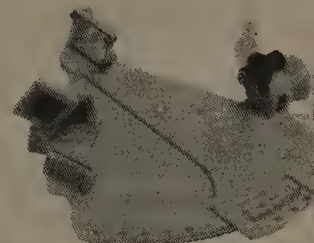
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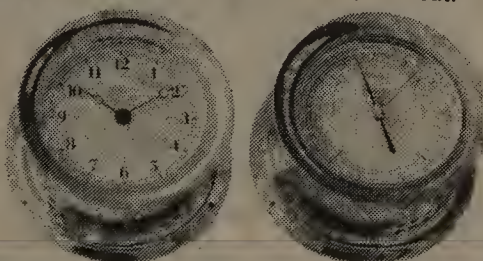
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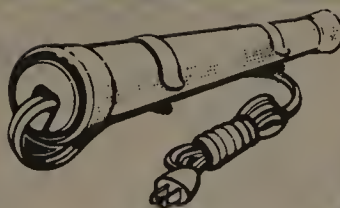
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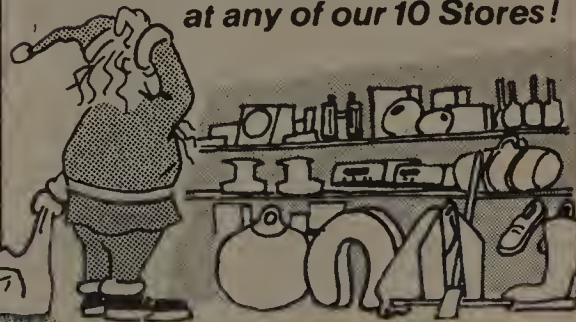
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bad day at the beach

Next to oil, boats were among the most frequently found foreign objects along Northern California beaches in the first half of November — especially on the 2nd and 3rd. On San Francisco's Ocean Beach, passers by found the 38-ft steel hull of the sloop *Hawkeye*, while down south in Santa Cruz they came upon 40-ft schooner *La Gitana* high and dry near the boardwalk. A



DAN DEVINE

Above, 'La Gitana' at the boardwalk. Right, 'Hawkeye' high and dry.

third yacht, the 25-ft *Dark Star* returning from Hawaii with blind sailor Hank Dekker onboard, narrowly missed joining the crowd as well.

All three boats were apparent victims of huge storm swell. According to reports in the *Santa Cruz Sentinel* newspaper, *La Gitana* broke free from her mooring off the Municipal Wharf and came ashore near the San Lorenzo river mouth on the night of November 2nd. Owner Gary Roller of Santa Cruz had resided on the boat for several years, but wasn't aboard at the time of the mishap. He stripped the boat on the beach and left the wooden hull, built in 1918, to the elements. Citing potential legal complications, Roller declined to comment on what had happened.

Hawkeye's Leo Gulley was likewise reluctant to discuss any details. Coast Guard reports indicate that he was the only person aboard on November 3rd when the boat was broadsided by a wave and never recovered. Conditions at the time off Ocean Beach were described as 15 knots of wind with seas running 15 feet. Gulley was plucked from the vessel by helicopter and flown to Crissy Field. Rescuers attempted towing his boat, but the line parted and the yacht washed ashore near Lawton Street in the Sunset District.

Hank Dekker of *Dark Star*, unlike Roller and Gulley, had no reservations about giving a full account of his misadventures. You may remember him as the blind sailor who singlehanded to Hawaii in August, 1983, an amazing feat for which he received well-earned publicity. After more than a year in the islands, Dekker was returning to San Francisco to complete both a movie and a book about his life and voyage. (Formerly a sighted, successful businessman, Dekker went blind in 1972 and let his life fall apart. His recovery from alcoholism, his work with the blind and his sailing adventures serve as inspirations to those with and without sight.)

Part of Dekker's movie contract prohibited him from sailing alone until the film was completed, so he was accompanied on the trip home by Honolulu shipwright Lou Henderson. The pair left Honolulu on October 1st, encountering a variety of calms and storms along the way. A bad blow on October 13 to 15 bounced *Dark Star* around quite a bit and several water jugs were punctured in the process. They were forced to ration themselves to one cup of water a day for the rest of the trip.

cont'd on next sightings page

bad

California's water wars, even after the recent defeat of the Peripheral Canal, are by no means over. In fact, some predict it will be the most important state issue for the remainder of the century. One aspect of the problem that could be most disturbing is the chemical nightmare now going on at Kesterson Reservoir and National Wildlife Refuge in Merced County.

A November 19 editorial in the *San Francisco Chronicle* explained that water poi-



EDGAR BOLANOS

water

soned by farming chemicals is entering the reservoir and maiming the animal life there. A recent television report on the problem showed grisly evidence to substantiate the claim.

There are at least two solutions, and like all solutions, they create new problems. According to the *Chronicle*, one would be to treat the water where it is, a hugely expensive and technically questionable approach.

cont'd center of next sightings page

bad day at beach - cont'd

Dekker navigated using a taffrail log, as well as braille charts and compass. He found his RDF was faulty, although he had a small hand-held radio he could use to zero in on radio stations as they got close to shore. This was the same system he used in getting to Hawaii, and it almost got him home again.

On November 2nd, *Dark Star* sailed through a storm, which left heavy seas on the following day. Henderson, who had never sailed into San Francisco before, was able to spot Mt. Tamalpais and then saw what appeared to be the Lightship, ten miles west of the Golden Gate. "We were tired and confused," says Dekker, "and there was a lot of spray." What Henderson had really located was a tower in Daly City, and the mistake proved very costly.

Dekker, who had friends waiting for him near the bridge, went below at

cont'd on next sightings page



SIGHTINGS

bad day at the beach - cont'd

about 2:30 in the afternoon to get a time check. He heard Lou yell as a huge wave washed over *Dark Star*. Hank recalls being thrown from the cabin to the cockpit and back again as the boat rolled completely over. "I thought I had done a 360 on the way to Hawaii," he says, "but now I *really* know what it feels like!"

Up on deck, Henderson was washed overboard, but luckily got tangled in the mainsheet. Hank heard him shout that he was in the water, and he began to implement the man overboard plan the two had talked about before leaving Hawaii. The first step was to stop the boat, but Hank soon realized that was academic. The mast was broken and they weren't going anywhere. Henderson managed to pull himself back into the cockpit on his own.

"Then it was survival time," Hank says. They put two buckets into action and managed to get some water out of the boat. Hank's major concern was getting the radio working, and he planned to strip the antenna off the mast and splice up an emergency rig. Just to be safe, he activated an EPIRB which had been loaned to him before leaving Hawaii.

cont'd on next sightings page

bad water -

Another would be to build a drain to Antioch, where the tainted water would flow into the Delta and San Francisco Bay. Needless to say, this would create even more havoc with the wildlife and water quality of these bodies of water.

There will be a public hearing on December 7th about this issue in the first floor auditorium of the Department of Food and Agriculture, which is located at 1220 "N"

some

Below is a picture of the remains of the *Puerto Rican*, the tanker which exploded, burnt and then broke up off the Golden Gate last month. The forward section, still loaded



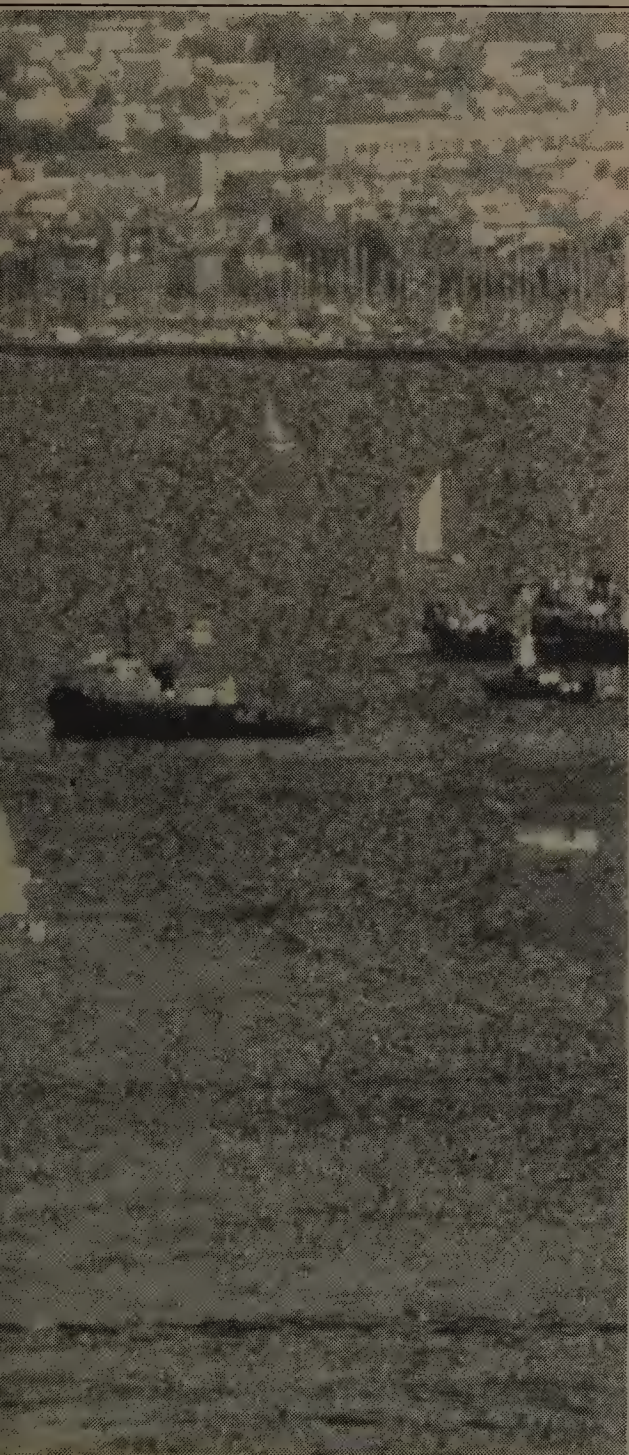
cont'd

St., Sacramento, Ca. You can get more information about this meeting by calling Sheila Vassey at (916) 322-0215. Proceedings start at 10 a.m.

We plan to keep tabs on this issue, which State Senator Milton Marks has warned will force Bay Area residents "to the barricades" if authorities try and dump the toxic water in the Bay. Look for a more detailed report in the near future.

good news

with over a million gallons of oil, was towed in the Golden Gate on November 18th, ending any further threat of oil spills.



LATITUDE 38/RICHARD

bad day at beach - cont'd

The Coast Guard responded to the EPIRB before Dekker and Henderson could jury rig the radio. A basket was lowered from the helicopter and lifted first Dekker and then his crew. "I know the captain is supposed to be the last one to leave the ship," he says, "but I couldn't see the basket so we had to break that tradition!"

A salvage boat took *Dark Star* under tow and brought her into Sausalito. The damage included bent stanchions and bow pulpit, a pulverized mast and a missing main hatch. Hank thinks he may have taken the latter out when he was washed out of the cabin. Also gone was the tiller, which Lou had been clutching when the wave hit. Dekker was impressed with the overall integrity of his yacht, though, saying there was no structural damage to the fiberglass hull and deck. "She's as good as the day she was built in 1961," he boasts of the Dutch-built, Rhodes-designed sloop.

Dekker, likewise, is undaunted. He is setting up speaking engagements and plans to continue with the movie and book projects. Indeed, this incident should provide an interesting chapter or two. Lou Henderson has also volunteered to repair the boat for the price of a plane ticket.

man, where have you been?

Following is a reconstruction of an actual phone call we received in late October. The timing of the call may have nothing to do with its content, although the fact that it was the day before Halloween may have been a tip off.

Caller: Hello. I know you people at *Latitude* aren't a clearinghouse for information . . .

Latitude 38: That's true, although sometimes it feels like it.

Caller: Yes, well, I wonder if you could help me out. I've heard rumors that they've changed the rules of the road recently. Is it true that starboard tack now has right of way over port?

Latitude 38: Ahhhh, gee, I think you've got that backwards. Starboard tack has always had the right of way.

Caller: Are you sure? The way I read it the vessel on starboard is the burdened one.

Latitude 38: Perhaps you're thinking of the change in the rules of the road that say that commercial vessels have right of way over sailing craft in certain situations.

Caller: Well, that may be what it was. Who do you suggest I call?

Latitude 38: Why don't you try the Coast Guard, they should know.

Caller: Yes, I'll try that. Thank you very much.

It's hard not to laugh after an incident such as this, and we liken it to someone calling up a doctor and asking him if food should be consumed through the mouth instead of the nose. It does make you pause, though, when you consider that everyone out on the water has their own unique slant on their surroundings and their own interpretation of how things are done. The morale may be: don't assume that fellow on port tack who's bearing down on you knows that it is his responsibility to keep clear. He may think it's just the opposite!

take heart, islander 36 owners

We were paging through the latest issue of *Yachting World* magazine and came across this ad for a Swan 76. Many consider Swans to be the Mercedes of racer/cruisers, and the 76 is the largest in the Finnish boatbuilder's line. We know that there are bargains on boat in Europe, but only \$180,000 U.S. dollars for an almost new Swan 76? That's an "urgent sale" to say the least.

We imagine it's nothing more than a typo, that some well-intended typesetter merely left one zero out. A zero that constitutes a difference far more than a million dollars.

If we're not mistaken, the boat offered for sale belongs to screenwriter Stir-

cont'd on next sightings page

take heart - cont'd

SWAN 76



Y-82466E — This magnificent flush-deck Swan completed Oct. '81 with many special features incl. three double staterooms aft, an owner's office for ward (which can be used as an additional single) an attractive deckhouse saloon. She is equipped with everything desirable for comfort and safety from air conditioning to Satellite Navigation. If you want the best without waiting, call S&S Urgent sale! Suggest offer \$180,000 US.

For inspection, call C. Echeverria, owner's agent.

SPARKMAN & STEPHENS
79 Madison Avenue, New York, NY 10016
(212) 689-9292 Telex RCA-236201

ling Silliphant of Hollywood — and up to recently, Mill Valley. Stirling was profiled in *Latitude 38* about a year ago, and in that profile he confessed that he often wished he still had his easy to handle Islander 36 instead of the rather unwieldy huge Swan.

while we're on the subject

Speaking of port and starboard and the right of way, the current issue of *Multihulls* magazine has a report on the sailing Olympics in Los Angeles with a very interesting story about Denmark's Paul Elvstrom, who came within 7/10ths of a point of winning a bronze medal in the Tornado catamaran class.

Known as the "Great Dane," Elvstrom is no stranger to Olympic sailing. He won four straight golds for singlehanded sailing from 1948 to 1960 and has sailed in eight Olympiads. He also holds 13 world sailing titles and is considered by many to be the person who changed yachting from a genteel pastime into a really athletic sport. Now 56 years old, he was sailing the Tornado at Long Beach with his 22-year old daughter Trine crewing for him.

Elvstrom reportedly left the middle of the Kiel Olympic Games in 1972 because of being harassed on the course by a competitor who had lost a protest to the Dane. When asked about the last time he had flown a protest flag, Elvstrom said he couldn't remember.

Quoting from *Multihulls*:

"Elvstrom is the most popular sailor on the beach. Others approach him

cont'd on next sightings page

jolly

'Tis the season for falling leaves, good will towards men, half-hearted resolutions — and boat shows. In the latter category, two of the best are coming up soon: the International Boat Show and the San Francisco Sports and Boat Show. Either would be an ideal place to break in that new Christmas tie with all the little sailboats on it.

The International Boat Show, scheduled for December 28 to January 5 at the Moscone Center, is Northern California's largest indoor all-marine exhibition — and it really is international. Yamaha (Japan), Aloha and Yngling (Canada), Farr 1020 (New Zealand), Fast 34 (Brazil) and Dufour sailboats and Tiga Sailboards (France) are just a few of the foreign participants.

Closer to home exhibitors include Catalina, Cal, O'Day, Newport, Prindle and Water Walker, makers of a collapsible, camping catamaran. The SBRA (Small Boat Racing Association) will have 505s, Flying Jr's, El Toros, Lightnings, Lasers and Snipes on display to promote one design racing in general and small boat racing in particular.

In addition to every marine product and service imaginable (including financing and chartering), the show will also feature a coffee-tasting exhibition. Coffee lovers will get a chance to sample some of the finest coffees in the world and then vote for their favorites. (Results will be published in *San Francisco Magazine*.) Many lectures, seminars and movies are also planned, including in the last category "The Navigators," which was shown on PBS in March.

Other special events include a drawing an

good shows

hour for up to \$10,000 worth of prizes and — are you ready for this? — big screen TVs strategically placed around the arena so no one who comes on January 1 misses any of the big bowl games!

Show hours are 12 to 10 p.m. weekdays, 10 to 10 Saturday and 10 to 6 Sunday. Admission for adults is \$4; children 6 to 12, \$1; 5 and under, free. The show is put on by the Northern California Marine Association. For more information, call 436-4664.

The queen of the 44th annual San Francisco Sports and Boat Show, to be held January 4 to 13 at the Cow Palace, is the new Morgan 46, and when you see the boat you'll know why. Other manufacturers represented will include Catalina, Gulf, Newport, Ericson, Islander, Hunter, Nauticat, Express, McGregor, Aloha, J-Boats, Olson, Hobie, Freedom, Elite, Vindo and others.

Powerboats, houseboats, ski boats and the associated accessories will also be represented in abundance. Not-exactly-boating exhibitions include Sebastiani Winery's Fisherman's Kitchen, children's fishing hole and gun and fishing halls. And if the little woman is really hounding you about attending the second boat show in as many weeks, show her how you feel by visiting the hunting dog hall where 23 breeds of sporting dogs will be on display.

Hours for this show are 1 to 10:30 p.m. weekdays; 11 to 10:30 Saturdays and 11 to 7 Sundays. Admission for adults is \$4, children \$1 and seniors \$2. For more information, call 563-5100.

subject of p@s - cont'd

obliquely just to talk with him, to get his considered opinion. His conduct on the water is clearly delineated: 'In a race, even the Olympics, I prefer to bear away instead of keeping my rights. If somebody takes a little chance and has bad luck, I never protest. I don't say anything to him. There's a day after every race and friendships are more important.

" 'And when you do go to a protest I don't like to have a confrontation with someone who doesn't tell the true story. Somebody always tells what is good for them, but not the true story, and I don't like to see friends do things like that. So, it's better not to have any protests.' "

Perhaps 20 or 30 years ago Elvstrom would not have been so forgiving. In fact, he wasn't. But as sailboat racing's elder statesman, maybe we can learn something from his hard-won wisdom.

winter sailing

Summer sailing in San Francisco Bay is justifiably renowned the world over. The reliable and brisk westerlies are the envy of sailors the world over.

Winter sailing on the Bay, however, is an altogether different story. The weather is capricious to say the least. It can blow like stink from any of three directions, or winds can be variable and gusty, and many times it's like the photo here, pretty darn calm. Naturally the above possibilities aren't going to win rave reviews from sailors.

But hey, it's not that bad either. Sailing into the downpour of a warm southerly not only has you beating to unusual new vistas, but it can also be darn invigorating. As we grow older and more bound to careers, too many of us succumb to an increasingly sedantary life, and just such a wet adventure — followed of course by a rewarming at a fireside bar — is just the antidote.

As for those light winded days, they can be a heck of a lot of fun also. Put together a big picnic lunch and invite some of your friends to drop a hook at Aquatic Park, Treasure Island, Angel Island, Sausalito, or any of the other good anchorages. You may have to motor over, but who cares? It's a different way to experience the Bay, and a quiet afternoon on the water is a terrific way to relax from all the stresses of modern living.

The truth of the matter is you don't even have to go anywhere to enjoy your boat. Some clear and warm weekend day just take the family down to the dock and sit around and enjoy the undulations of the water, dock talk

cont'd on next sightings page



SIGHTINGS

winter sailing - cont'd

with your neighbors, and maybe even an undisturbed chit-chat with your spouse.

Summer or winter it makes no difference, sailing on this Bay's a winner.

park at your own risk

Last March we told you about the new set of mooring buoys that the Port of San Francisco had put in between the Ferry Building and the Oakland-Bay Bridge. The idea was a pretty good one: to offer recreational boats a place to tie up for an afternoon off the Embarcadero. Sailors could go ashore and sample the delights at the foot of Market Street for the afternoon and then sail home in the setting sun.

cont'd on next sightings page

deck the bay with

You're going to have to get on the stick if you want to participate in this year's Oakland Christmas Yacht Parade. The event is scheduled to get underway at 1800 on December 1.

Among the most popular, if not *the* most popular, holiday events on the Bay, the yacht parade draws scores of boats and hundreds of spectators to the shores of the estuary and Brooklyn Basin to celebrate the season with one of the most colorful pageants you've ever seen — sort of a Rose



boats and holly...

Parade on the water. Sponsors for this year's event are the Oakland Power Squadron and Jack London Fleet in cooperation with the Metropolitan YC, the Port of Oakland, and the Oakland Chamber of Commerce and the U.S. Coast Guard Auxiliary.

The planned itinerary calls for docking early at Jack London Square's guest docks; rendezvous off the square between 1730 and 1800; commence parade, 1800; return to Jack London Square for gala awards dinner.

cont'd center of next sightings page



LATITUDE 38/SHIMON

park at own risk - cont'd

Unfortunately, things haven't worked out as well as they might have. For example, in the middle of October, the Landfall 39 *Soldauna* broke free from one of the moorings and ended up on the breakwater to the southeast. A Coast Guard cutter arrived quickly, but declined to lend a hand, saying that



LATITUDE 38/SHIMON

Left, the Embarcadero anchorage near San Francisco's Ferry Building. Above, 'Soldauna's scarred keel.

they had to wait for a commercial salvage boat to arrive on the scene. In the meantime, *Soldauna* was grinding her keel on the concrete, so those on-board and helpers who happened on the scene were left to their own devices. Eventually they were able to hand winch the 13 ton vessel free, but not after several thousand dollars worth of damage was sustained.

The incident raises several questions, only one of which has to do with the moorings themselves. Why, for instance, didn't the Coast Guard vessel help save the boat from damage, especially since it was apparent that the salvage boat was farther away? Mik Beattie, a Golden Gate Ferry skipper and active sailor who saw the incident unfold, says it was pretty disgusting to think that the Coast Guard would stand by and let a boat be bashed up. "It's okay if they're not going to save everybody who runs out of gas," says Mik, "but they need to help boats that are in trouble."

The *Soldauna* was eventually towed to San Francisco Boatworks at Hunter's Point, where she now sits awaiting repairs. That brings up the question of who's responsible for the damage. David Ian, who says he has a finance leasing arrangement with the owner, reports that the boat was still attached to the mooring ball and a long length of 3/8" chain. The evidence would indicate that the chain broke where it was attached to the anchor.

Over at the engineering office of the Port of San Francisco, they report that they haven't heard anything about liability problems stemming from the incident. They have, however, pulled out all but two of the 21 moorings for the winter, saying they will be returned in the spring, possibly with heavier chains. The two still out there were attached to boats that had been left unattended.

Vello Kiisk of the Port says the moorings were never intended for overnight use, let alone long term parking. He says it's too bad some people are taking advantage of the City's free services. Others have even stolen the mooring balls themselves! He likes having boats anchored off the Embarcadero, but the program might be seriously jeopardized if the ground rules are abused as they have been so far. It still seems like a good idea, but there are several rough edges yet to be worked out.

look what we found!

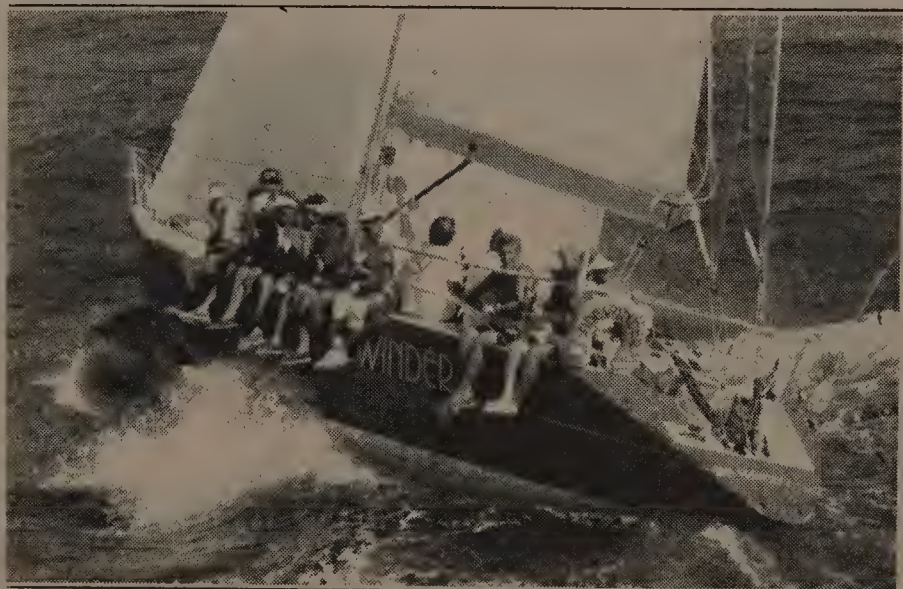
There it was, lying on the floor, after we had sent the November issue off to the printer. Too late to stop the presses! Damn! A whole paragraph we'd written on the fine performance of Randy Short's *Sidewinder* in the 1984 Big

cont'd on next sightings page

SIGHTINGS

we found - cont'd

Boat Series. One of the smallest boats in the Atlantic Perpetual division, the 43-footer was nipping at the heels of Bill Twist's winning 48-ft *Blade Runner* and Irv Loube's 46-ft runner-up *Bravura*. To the guys who sailed *Sidewinder*



Randy Short's 'Sidewinder' going fast at the Clipper Cup.

so well, we're sorry. And just to set the record straight, here's what the piece we left out: We suggest you cut it out and tape it to your November issue.

Overcoming the small boat syndrome to an even greater degree was Randy Short's Reichel/Pugh 43 *Sidewinder*, another new Bay Area boat which did well in the Hawaiian Clipper Cup. Owner Short, an international businessman, was disappointed they weren't grouped in the next lower division, but realized that was just the luck of the draw. An organizer by nature — "It's just like running a business except all the money goes out and none comes in!" — Short has assembled a terrific sailing group including helmsman Steve Taft, Skip Allan, Don Jesberg, Scott Easom, Kent Massey and others. With a first in class at the Clipper Cup and a third in the Big Boat Series, they're ready to tackle the upcoming Southern Ocean Racing Circuit (SORC), the U.S. Admirals Cup Trials in Newport, Rhode Island, next May and hopefully the Admiral's Cup in England next summer. Short even has plans to go to Australia for the Southern Cross series late next year with veteran Ben Mitchell navigating.

And one final note: Short also anticipates having the Bay Area's Jon Andron onboard for part of SORC, who will sub for Don Jesberg. Andron is another ace, who has done well in 505 dinghies as well as big boats. We'll be keeping our eyes on *Sidewinder* in the future and do our best not to let them end up on the cutting room floor!

'panda' burns and sinks - then 'must'

One of the world's largest and most luxurious schooners, the 200-ton, 130-ft Camper & Nicholson built *Panda*, caught fire off Fort de France Martinique on October 13 and sank in 30 feet of water. *Panda* is owned by Bill and Grace Bodle of Berkeley, who have been operating it as a charter vessel since 1978. The boat has seen service in the Caribbean, French Polynesia, Micronesia, the Maldives, and the Mediterranean. At one time the Bodle's had owned *Panda*'s sistership, *Grace*, also built by Camper & Nicholson.

The tragic thing about the fire and sinking is that *Panda* had just undergone a major refit, one that owner Bodle describes as costing "a substantial fortune". For example, the steel hull was carefully audio-gauged in 6,000

cont'd on next sightings page

boats

ner at MYCO, 1930 to 2030; buffet dinner at 2030. Trophies will be awarded in the following categories:

- Best Decorated Power Boat
- Best Decorated Sailboat (bare poles only!)
- Best U.S. Power Squadron Entry
- Best USCG Auxiliary Entry
- Best Predicted Log Association Entry

LATITUDE 38/RICHARD

holly - cont'd

Best Yacht Club Entry, Power or Sail
Best Yacht Dealer Entry, Power or Sail

Organizers plan to have portable 110-volt generators available for rent. Dinner is \$10 per person; Dessert and coffee only, \$5. For more information, and to make reservations, call Parade Grand Marshall Harry Graham at 892-2322, and be quick about it! Fa la la.

panda @ must

places and subsequently 56 plates were replaced. To do this the interior had to be removed and then rebuilt, with things like the piano and other accessories being replaced, too. In addition the huge schooner got outfitted with a new set of sails, which — when you consider that the mainmast alone towers 140 feet — cost a small fortune in itself.

The fire broke out about 7:30 p.m. on the 13th as the boat was anchored outside the big drydock. Crewmen Jonathan Port, Jeff Lewis, and Andy Dobson were all ashore at the time, as was owner Bodle. "We turned our

cont'd on next sightings page



SIGHTINGS

panda @ must - cont'd

heads and she was on fire", reports Port. The fire spread through the vessel rapidly, the flames going aft with the wind and preventing the crew from getting at the pumps or the firefighting equipment in the engine room. Martinique's fireboat was under repairs at the time and couldn't assist. About all the crew was able to salvage was their passports. *Panda* burned until dawn, her spruce masts dropping, then slipped under the surface at 5 a.m. She was 46 years old.

Panda is familiar to many Bay Area boatowners as last year she had been berthed at the Sanford-Wood Yard in Richmond. She had also been sailed on the Bay. Due to an odd set of circumstances a couple of years ago, we had had *Panda* to ourselves for a few days while she lay at anchor off St.

cont'd on next sightings page

never closed,

Although the harbormaster's office says that the Santa Cruz harbor is "never closed", there are times when we wouldn't advise you try entering. Take, for example, the day this picture was taken with a terrific right rumbling in next to the breakwater. The heavy surf action accompanying winter storms sweeps tons of sand down the coast and deposits it right at the mouth of the small boat harbor. Even if you can negotiate the wave, you



but not always open

then have to find the narrow channel to get you safely inside.

Of course, there are days when the surf is minimal, and the harbormaster's office takes soundings every other day to determine where the ten-foot deep channel is located. You can reach them 24 hours a day on Channel 16 or call (408) 475-6161 to get the latest update. Otherwise, plan to do your sailing inside the harbor. Sure it's confining, but it's a heck of a lot safer, too.



TIM STAPLETON

panda @ must - cont'd

Thomas. It's difficult to describe what a huge boat she was, except perhaps to note that her 18-ft Wellcraft runabout went completely unnoticed on her 24-ft wide deck. We'd have never climbed her 140-ft mainmast — even if our life depended on it, and we'll never understand how a three-man crew could furl the 3,000 square foot main on a boom that must have been 40-ft long. Jumping off the bowsprit seemed like an Olympic high dive. *Panda* was listed in brochures as chartering for \$17,000 a week.

Bill Bodle says the burning and the sinking of the boat "was like a funeral". What's worse, he assumed that the fire had been his fault. As part of the upgrading, he had been venting *Panda*'s sewage and fuel tanks in order to do some interior welding. To clear out the fumes he followed the standard procedure of venting them with a fan. The fan was on when he and the crew went ashore. After the fire Bodle and the Lloyd's surveyor concluded that — as unlikely as it seems — the fan probably vibrated itself over, shorting out or creating a spark to set off methane fumes.

However a subsequent accident cast doubt on this theory. For just 14 days later, the 92-ft aluminum French sloop, *Must*, suffered a similar fate. Anchored only yards from where *Panda* lay at the bottom, at 7:30 p.m. *Must* mysteriously caught fire in a similar part of the boat. The multi-million dollar year-old boat burned so fiercely that her hull melted down to the waterline. She's a complete loss.

But two near identical fires of million dollar boats at the same spot just two weeks apart? The Lloyd's detectives weren't talking, but it's pretty hard to believe somebody hadn't set them deliberately.

But don't think of pointing the finger at *Panda*'s owner, Bodle. No way. He says a lot of people have been questioning his sanity, but he fully intends to raise and restore *Panda*. In fact he's already had the masts and rigging taken ashore where they are now stored in a warehouse.

A French salvage firm has been hired to raise *Panda*, and had hoped to have her in the nearby drydock by the end of November. They have fallen behind schedule, however, because they were unable to immediately obtain a sufficient number of Zodiac 6-ton air bags with which to refloat the hull.

Once raised, Bodle plans — if the hull hasn't been terminally damaged — to sandblast the hull inside and out, and then rebuild the entire interior. He's already got a large quantity of Indonesian teak on order. Naturally this would be a huge project, and he's giving thought to having *Panda* towed back to the Bay Area so he can work on her near his Berkeley home. To do this he would put on a temporary deck and house for the passage through the Panama Canal and up the coast.

In Greek *Panda* means "forever lasting". It seemed a suitable name after the big schooner survived the German bombing during the war. If she outlasts her recent fire and sinking, she'll be eminently worthy of the name given her.

ancient interface

This year's Ancient Interface, a conference of naval architects and aeronautical engineers, took place on November 2-3 on the *Queen Mary* in Long Beach, California. About 120 designers, thinkers and other intellectual types which this annual gathering usually draws, showed up to hear oral presentations on a wide range of topics. Among them was Berkeley's Gordon Firestein, a naval architect from Cal who used to sail a Cal 20 but now spends most of his time on a Windsurfer.

Gordon reports there were no earth shattering presentations, but some were interesting. One, a paper written by MIT's innovative designer Jerry Milgram, showed how the 12 Meter *Australia II* and its celebrated winged keel really was faster than a conventional 12 Meter. While that may seem redundant, the paper emphasized that it wasn't just the keel that made the difference, but the design changes that complemented the keel that gave the Australians such a big edge. This scientific seal of approval adds weight to the

cont'd on next sightings page

interface - cont'd

argument that *Australia II* will be remembered as one of the breakthrough boats of the century.

Other paper topics addressed issues such as building stronger and safer masts for ocean racing yachts, historical speed record analyses of TransAtlantic crossings for the past 150 years, wave induced capsizing, sailing simulators on IBM PC computers, and how to optimize steering in a race situation. The latter offered an answer to that perplexing question: If the wind dies when I'm sailing upwind, should I head off to the apparent wind or hold my course? The paper's author, Ed Copps, suggests that you actually head up. The theory is that if there's no wind anyway, you might as well make distance to weather. Makes sense.

farewell to a friend

The sailing community, particularly in the Southern California area, has lost another of its own. On October 30, Dave Wall was lost overboard during the delivery of the 70-ft *Meridian* Seattle to Marina del Rey.

Dave was familiar to sailors up and down the coast. Since he moved to the area in 1971, the ex-motorcycle racing champion sailed nearly 100,000 miles of races in the Santa Monica Bay area aboard such boats as *Mako*, *Broom Hilda*, *Xanallyn*, *Secret Love*, *Pendragon*, *Aquavit*, *Levity* and others, and had many TransPac and Mexico races to his credit. When he wasn't racing, Wall, 47, ran a rigging service, did deliveries and was responsible for the upkeep on the various *Shamrock's* owned by Roy Disney (Walt's nephew). Disney had chartered *Meridian* for several Mexico races and the '85 TransPac.

The incident occurred at 0300 in the Straits of Juan De Fuca near Cape Flattery, Washington. Thirty-five to 40 knots of wind was blowing and the crew was called on deck to tuck a third reef in the main. During the reefing procedure, a large wave broke over the boat and Dave Wall disappeared.

Reports indicate that the man overboard gear was immediately deployed and that *Meridian* — and later a Coast Guard cutter and two helicopters — conducted an extensive search of the area without finding any trace of Wall.

Friends of Dave held a service for him outside the Marina del Rey Breakwater on November 3, scattering flowers at S mark where Dave had begun so many races over the years. Nearly 50 boats, from a Boston Whaler to the maxi, *Sorcery*, took part. Darien Murray, in MDR's *The Dinghy* newsmagazine, ended her article about the loss with these words:

"Dave Wall will long be in our thoughts as more than a good friend, because we all know we tempt the sea whenever we venture out upon it. As we circled S Mark Saturday in memory of Dave, every sailor there had to reflect that, because we have all come on deck in darkness and heavy seas to tend the boat, the procession might have been a farewell to any of us."

sorry about that, old chap

Those who were looking forward to greeting British adventurer Chay Blyth on his triumphant arrival in San Francisco after a record setting sail from New York around Cape Horn will be disappointed. Blyth and his crew Eric Blunn had to be rescued from their 53-ft trimaran *Beefeater II* on November 8th. They had turned the corner on the 14,500 mile journey, but fell victim to huge seas west of Cape Horn, which flipped their Walter Greene-designed

cont'd on next sightings page

now may be

If you've been thinking of purchasing a sailboat, there are two reasons why now may be the ideal time to make your move.

The first is that boat prices — new and used — are the most attractive they've been in a long time. According to the BUC Guide — which tracks boat selling prices across the country — used boats have generally decreased in value three to six percent over the last six months.

There are several explanations for this. One is that it reflects the success that has been achieved in the attempt to control inflation. Perhaps even more influential is the holding and even lowering of new boat prices.

The strong U.S. dollar has made it easy for foreign — particularly European — boatbuilders to import boats to the U.S. and sell them at greatly reduced prices over just a few years ago. For example, one of the very best built foreign boats is selling one model for as much as 20 percent less than they did five years ago!

Naturally these price reductions have put great pressure on domestic makers to work aggressively to keep their prices down, offer greater value than ever, or to offer customers money saving packages. We're told, for example, that the *Islander 36*, the most popular 36-ft boat on the Bay, actually sells new now for slightly less than it did a year ago.

Given the fact the new boat prices have greatly stabilized from the last five years of breakneck inflation, it's natural that used boats have stopped appreciating in value. While there has been no great fall-off in customer traffic, some boatowners have been unusually eager to move their boats. As one broker reports, "I can't believe some of the prices that boatowners have accepted."

(In an interesting sidelight to new boat sales and prices, there has recently seemed to be a decline in the number of poorly constructed new Taiwanese boats on the market. Several brokers told us they feel that the

oh

What we've got here is the Point Bonita Buoy about to get creamed, a visual reminder from *Latitude 38* that moderate



the ideal time

U.S. consumer has become increasingly wary of inferior products, and that the used market is somewhat glutted with rundown examples of them.

As a general rule, most of the Taiwanese boats appearing in the U.S. appear to be much better built than they were just a few years ago. But the irony is that many of them no longer feature what had once been the trademark advantage of Taiwanese boats — a very low price. Ironically there are now Taiwanese boats that cost more than some U.S. built boats of comparable size and style.)

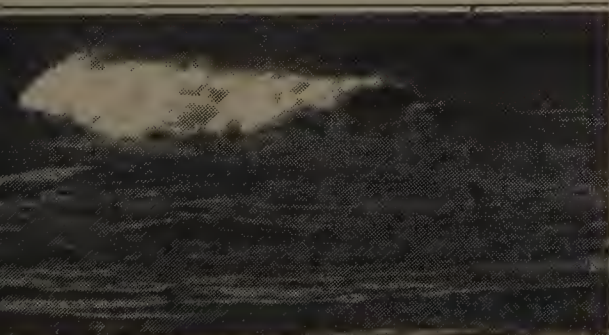
The second reason now may well be a good time to buy that sailboat you've been thinking of is that the prime rate has been dropping. While it's not directly related to consumer loan rates, there has been good boat financing available. Which bank offers the best rate often changes from week to week as various banks seem to periodically seek boat paper. Wells Fargo recently was offering financing at 12.75 percent on a variable loan, and others may be comparable. In the context of the last few years, that's not a bad rate, and it well may be better than what will be available five or six months down the road.

Readers of *Latitude 38* may have been seeing that some dealers are advertising 100 percent financing on some boats with rates as low as 11.5 percent. It's true that such programs are available, but it's not conventional financing. All such programs require the buyer to pay a buy-out fee when the loan is terminated, be it early or after the full term. Whether such a program would be attractive to you depends on your financial situation. See your dealer or broker for complete details.

But with the low prices, and aggressive and even unconventionally financing available, now is the time to visit your dealer or note the dates of the two big upcoming boat shows.

buoy!

waves during a flood tide can become monstrous breakers during an ebb. Be careful!

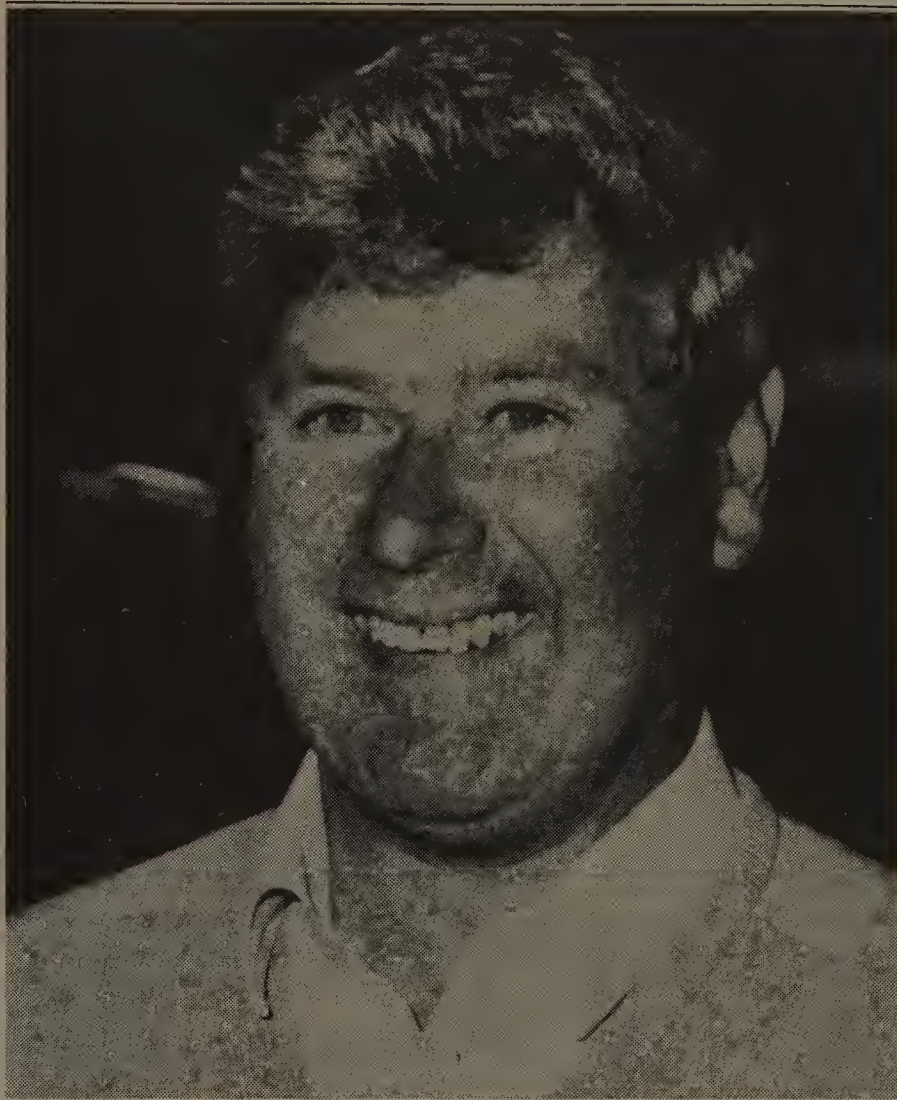


LATITUDE 38/RICHARD

sorry - cont'd

trimaran.

Blyth and Blunn were on schedule to equal, if not break, the 133-year old clipper ship record of 89 days, 21 hours set by the legendary *Flying Cloud*.



Chay Blyth.

They had even overcome a cracked hull which required a couple of days lay-over in Brazil for repairs. The crack is believed to have developed during a hurricane they encountered four days out of New York.

Beefeater's luck, if you could call it that, ran out after rounding Cape Horn on November 7th. Seventy-knot headwinds soon greeted the English pair and they decided to run back around the Horn for relief. A wave turned the boat turtle. Luckily both sailors were wearing survival suits and they were able to wait out the arrival of help. Blyth reportedly suffered a dislocated arm while being pulled aboard a fishing boat, and when the boat's skipper tried to fix it, he broke the sailor's collarbone. Some days things just never go right.

If nothing else, the Chilean Navy is getting pretty good at rescuing stranded multihull sailors. Southern Californian Mike Kane and his two crew also failed in their attempt to break the *Flying Cloud* record a year ago and had to be rescued off the Chilean coast. Kane's *Cystic Fibrosis*, a 55-ft trimaran, made it past the Horn, but blew a shackle and dropped her rig as they headed north for San Francisco.

Blyth says he's through trying to break the damn record. Twice before he never got out of the starting blocks. His boat, *Beefeater I*, broke a mast while being delivered to New York in 1982 and then was holed and abandoned on the delivery in 1983. This time Blyth sailed the boat over with his wife and daughter as crew, before starting the record breaking attempt.

cont'd on next sightings page

SIGHTINGS

sorry - cont'd

And for San Francisco Sports and Boat Show manager Tom Rooney, the loss of *Beefeater II* puts a kink in his party plans for January 4th. If Blyth had broken the record, he would have been in town by December 19th. Rooney planned to put the boat on display and throw a party for the sailors at the opening of his big Cow Palace show. Blyth and Blunn have already returned to England, however. Looks like Tom will have to go with Plan B. Sorry about that, chap. Cheerio!

here we go again

If this boat looks familiar, it is. While the name on the stern may say *Courageous II*, this is really the original *Courageous* 12 Meter which won the America's Cup in 1974 and 1977. You remember the "auld mug" don't you? It used to sit in a musty old room at the New York YC in Manhattan before a bunch of Australians came, and took it Down Under last year.

Actually, *Courageous II* is quite a bit different than the original boat which Sparkman and Stephens designed ten years ago. She's been reconfigured, rebuilt and now rekeeled a la *Australia II* in an attempt to have another shot at the Cup races, the next edition of which is scheduled for 1987 in Perth, Australia. She's also the first American 12 to go sailing in preparation for the upcoming challenge. You can find the white hulled sloop with the sea green deck sparring with *Defender* off the waters of Bermuda now. In fact, you might even still make the first 1987 America's Cup Ball on December 1st in the Grand Ballroom of the Hamilton Southampton Princess Hotel. If you're going to spend \$8 to \$10 million trying to recapture the bottomless trophy, you might as well have some fun at it along the way, right?

The *Courageous* syndicate is just one of ten in this country and twenty around the world vying for the right to sail for the Cup. Also well along in the process is the New York YC's *America II*, which was shipped to Australia in October and will be sailed this winter by John Koliuss of Texas and San Francisco's John Bertrand serving as tactician.

This team, which so capably handled *Courageous* in the last Cup defense trials against Dennis Conner's *Liberty*, are given the best chance at this point of recapturing the prize. That's probably why they were able to sign on the first big sponsor of record, the Cadillac Motor Car Division of General Motors. We ain't talking about some funky day sailor here, man; we're talking about a Coupe de Seville!

If nothing else, the America's Cup may finally bring corporate sponsorship into the mainstream of American sailing. Many have dreaded that eventuality for a while, but it now seems inevitable. Man, don't let your babies grow up to be cowboys; try sailmakers, designers, boatbuilders and sailors!

pot luck

The westernmost of California's Channel Islands, windblown San Miguel, was the site of a major pot bust on Friday, November 23. During a routine boarding inspection of the 60-ft sloop, *Mir*, Coast Guard personnel from the cutter *Point Judith* noticed a little bit of pot. Like five tons of it. As a result, four men were taken into custody, including 33-year old Martin Benson of Fairfax.

It was also discovered that the big sloop was stolen, taken from the U.S. Customs warehouse in South Carolina a year ago. Talk about impudence!

If you're one of the many sailors who has been stopped off the coast of California, Mexico, and even further south for "routine inspections", you can expect them to continue. Not only because of cases like the *Mir*, but also the finding of the 10,000 tons of marijuana in northern Mexico early in November. Federal officials are now saying they believe they have underestimated the quantity of pot that is being smuggled into the country each year.

This leaves only one question: who's still smoking the stuff?





SIGHTINGS

whitbread

After eight months of construction, *Lion New Zealand* was launched on November 4 in Auckland before a crowd of 3,000 delighted spectators. For the previous six months the boat's skipper, Peter Blake, had been accepting applications from the cream of New Zealand sailors for the most exciting, challenging and spectacular yacht race ever — the 1985-86 Whitbread Around the World Race.

Blake, New Zealand's most renowned yachtsman, will have *Lion* at the Portsmouth, England, starting line on September 18, 1985, and he'll have most of his country's boat crazy citizens backing him. *Lion New Zealand*, a 78-ft masthead sloop designed by Ron Holland, has been financed by Lion Breweries, New Zealand's largest. When all is said and done, *Lion* will have been designed, built, and sailed by Kiwi's, who with only a population of three million, are over-achievers in the sailing world.

cont'd on next sightings page

'Lion' under construction.

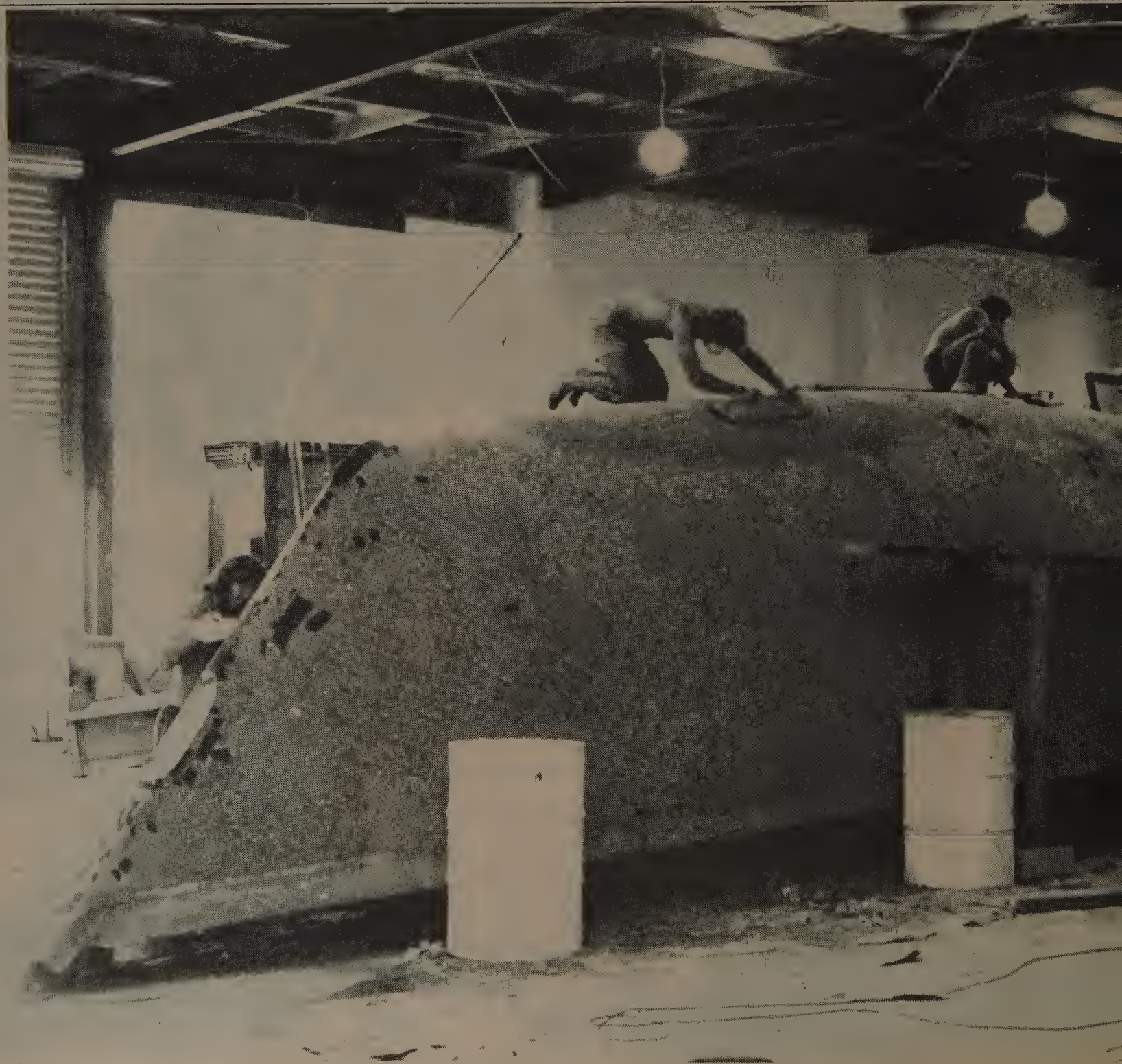
it ain't

Not that old fart Sutter.

In mid-November Herb Caen ran an item in his *Chronicle* column reporting that a prominent local yachtsman was dying of cancer and had sold his business and Sausalito home to take off cruising with his wife for as long as he could hold out.

Naturally sailors all began to speculate who the unfortunate soul might be. The first name that came to everyone's mind was Peter Sutter — all the clues fit.

We remained a little skeptical, however. When we visited him in mid-October on

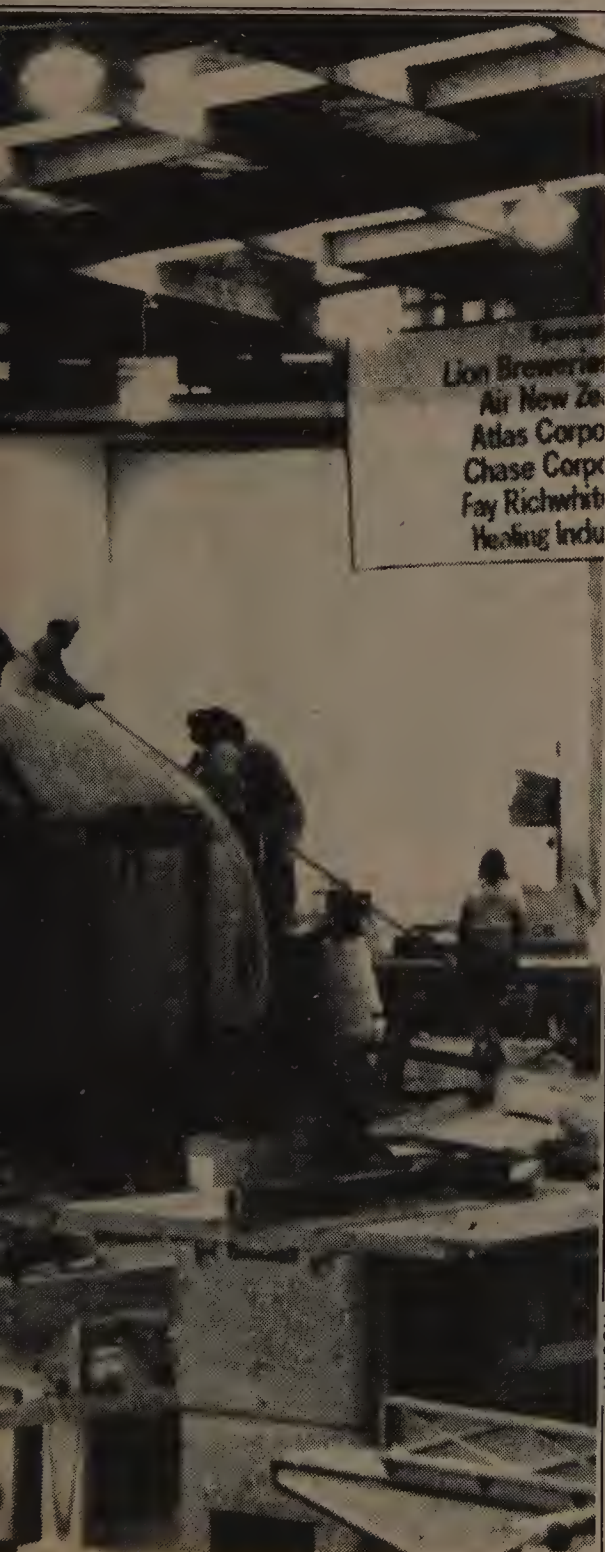


peter

Wild Spirit for his bon voyage party — and later in San Diego — he looked as hale and hearty as we'd ever seen him and full of plans for the next four years.

Finally somebody called Peter's doctor, who reportedly denied it emphatically. Just to make sure we called Herb Caen himself; he confirmed it wasn't the former Sausalito sailmaker that he'd been writing about.

As for the poor gentleman whose identity we don't know, may the upcoming sailing days be the best of your life.



whitbread - cont'd

Skipper Blake is no stranger to the Whitbread Race, as he's participated in all of the previous three. Nobody else in the world can match him for experience on the 26,000-mile course. By combining Blake's extensive sailing experience with Ron Holland's expertise in the design, of such maxis as *Kialoa* and *Condor*, they believe they've created a top of the line boat that can win the Whitbread Trophy.

Although aluminum is the favored hull material of most of the race entries — so far there are 19 — *Lion* is being molded of exotic materials: end grain balsa core, kevlar and vinylester resin to form the composite sandwich. The boat will have a three-ton alloy space frame for rigid skeletal support to withstand the tremendous loads on the keel, chainplates, mast step, engine beds and tanks.

Blake has emphasized just how different this boat is: "*Lion* is no *Kialoa* or *Condor*. People are going to be very surprised when they see her in the water because she is much, much lighter."

While different, *Lion* has benefitted from Holland's experience with the two maxis. "We wanted tried and proven concepts," says Blake, "although the hull and deck are much lighter; she's a real lead mine."

While her hull and deck are much lighter than the older maxis, *Lion* will carry the same amount of the ballast. Displacing 71,000 pounds and measuring 78.5 feet, she has a beam of 18.5 feet and draws 13 feet. The mast is a four-spreader tapered section that reaches 98 feet off the deck.

"You can really pile the sail on," remarks Peter, who once more seems to be hinting at the importance of light air capabilities in a race that's best known for its heavy air conditions.

Lion will carry no less than 30 sails, among them two 1,485 sq. ft. mains, a 2,240 sq. ft. No. 1 genny, and at least ten spinnakers. Working sails will be of kevlar for light weight and strength.

The currently selected 22 crewmen and Blake are expected to take the boat 500 miles south of New Zealand to some oil rigs, both for some picture-taking sessions and to get some experience on the Southern Ocean they'll eventually spend so much time racing on. From there it's on toward Australia for more practice prior to the Sydney to Hobart Race.

Lion is just one of four maxis expected for the Whitbread, and just one of the two from New Zealand. Digby Taylor and a group of farmers have put together a million for Taylor's second crack at the Whitbread. He took fifth in the last race with a Davidson 50, utilizing a very low key campaign that contrasted greatly with Blake's full-on media blitz.

For the 1985-86 race Taylor and his farmers are building a 80-ft Bruce Farr fractional rig design, a boat with a clipper bow and flared topsides for running in very heavy conditions. If *Lion* is considered light, what can be said of the new boat, to be called *Enterprise New Zealand*? She'll displace a mere 60,000. One Northern Californian, Commodore Tompkins, said this: "*Enterprise* will kill *Lion*."

Enterprise New Zealand has been built very innovatively. Fifteen deep grooves in the mold allowed for ring frames and the mold was hung from the ceiling, allowing a specially constructed machine to wrap it with Kevlar impregnated with vinylester resin. This was wound in diagonal layers and followed by a Divinycell foam core vacuum bagged in place. The result is a hull, deck, 15 ring frames and four keel floors without a single mechanical joint. The construction method is not unknown in the fiberglass industry where Taylor has made his money, just in boat building applications.

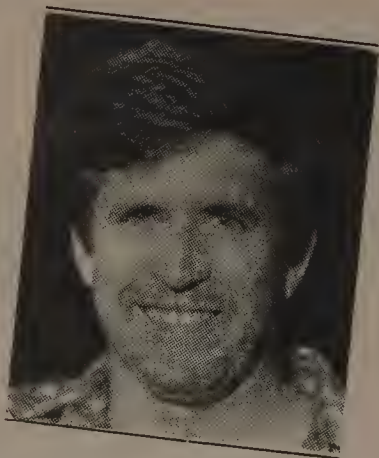
Also entering Farr maxis are Peter Kuttel and Pierre Fehlmann. Kuttel, a South African now living in Florida, is calling his masthead 81-footer *South African Challenge*, not exactly going for the low-profile approach. Fehlmann, a Swiss who participated in the last Whitbread, is building an 80-ft fractional rigged Farr boat to go after the trophy. Interestingly enough his crew will have to chip in for some — but certainly not all — of the expenses. The boat, *Switzerland*, will campaign at the SORC and Antigua Race Week prior to the Whitbread.

— ami bon

SANTA'S SAILBOATS

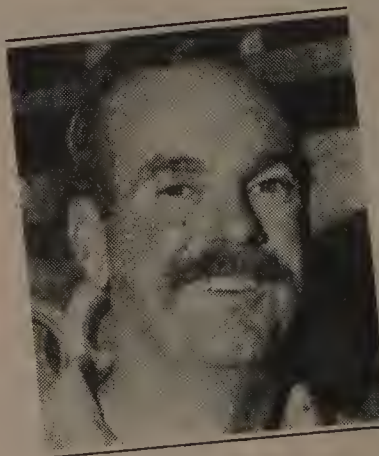


Up at the North Pole, Santa has been surprised by the number of letters he has received from Bay Area sailors asking for new sailboats. What's on the wish list for this Christmas? Here's a sample of what boats local sailors would like to find stuffed in their stocking and why.



Colin Gilboy
Sausalito

"I have a Cal 20 and I'd like to move up to something a little bit bigger — an Express 27 or maybe a J/27, which is a pretty similar boat."



Steve Taft
Alameda

"I'd like a 150-ft motor yacht. Maybe that's too big; it would be hard to get around. How about 85-ft with a helicopter on it. It doesn't need to be a big helicopter. It should be in some warm location such as the Med or the South Pacific. It wouldn't have any sails and wouldn't have a telephone. It would have to have a couple of windsurfers and a waterski boat. If I had that I think I'd be real happy. I could probably stay there permanently."

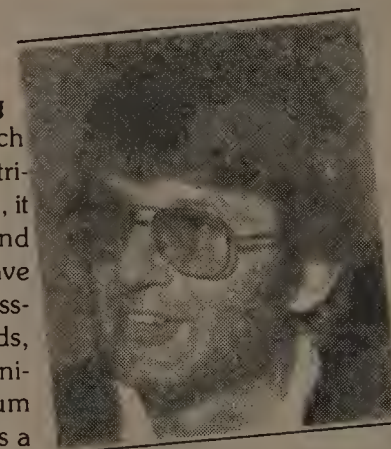


Sally Lindsey
Palo Alto

"I want a Cal 40 to cruise around the world, but I don't want it yet. Tell Santa to wait until 1987. Externally, the boat would be basic vanilla. I want it to be nondescript so it can be left in foreign ports without attracting any attention. The topsides would be all chalky and ugly, but it would be perfect down below."

"The plan is to work for a couple of months and go off and cruise for a couple of months. I'd leave it in Singapore, Australia and various other places."

"But I'd also take a new Larry Tuttle 505 rigged exactly the way I wanted."



Peter Hogg
Stinson Beach

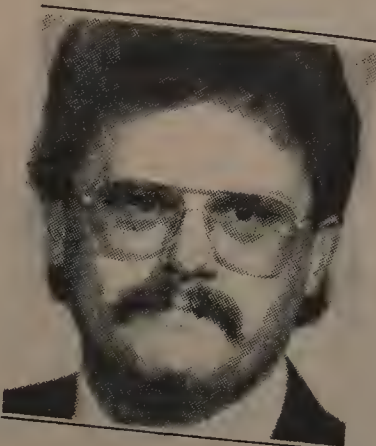
"A 60-ft proa. That's an asymmetrical trimaran with the center hull offset. Basically, it has the benefits of both the catamaran and the trimaran — optimizing both. You have the main hull to step the mast. The cross-beams don't have to carry all those loads, like you do on a catamaran. I'd like minimum accommodations and maximum speed. I'd use it for racing. I'd like to act as a catalyst for a singlehanded race from San Francisco to Sydney."



Sue Hoehler

Tiburon

"I'd like a fleet. A Swan 55 for the ultimate in cruising pleasure, a J/24 for fun and frolic on the Bay, a Laser for lagoon sailing — and all with the maintenance price tag of an El Toro. If I had a cruising boat, I'd like it to have a bathtub. I thought a tub sounded silly until I saw how some people used one on a cruise two years ago in Fiji — you can do your laundry, soak your feet or clean fish! Both Ray Osborn and Colin Gilboy think along the same lines."



Ray Osborn

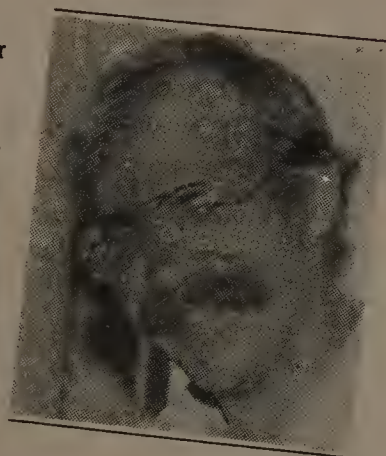
Hayward

"It would have to be an Express 27 ready to go race in the ocean with life raft, Loran, stuff like that. That would be nice to find wrapped up under the tree."

Carl Schumacher

Alameda

"Being a designer (Express 27 and 37, Capo 30, etc.), I spend a lot of time at my drawing board fantasizing, but I'd like a 40-ft cruising canoe. The hull would be canoe shaped, long and narrow, probably 8 feet wide and 8,000 lbs — with a carbon fiber mast and all the electronics one could ask for. It would be just a fun light displacement boat to go sailing on."

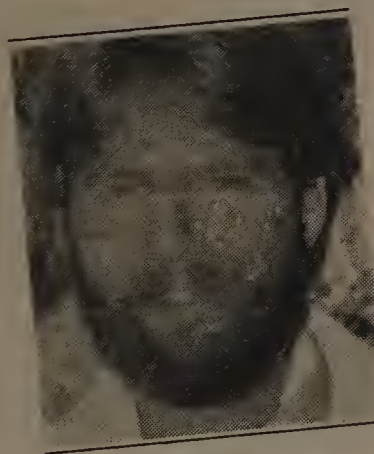


Judy Gabriel

San Francisco

"I'd have a Laser to play around on because that can be put on a big boat — a comfortable 50-ft cruising boat with a garden. It would have to be a simple rig, and teak decks would be nice. I like the idea of having a holé cut in the bottom so you can look out at the coral — a glass bottom sailboat."

"I don't want the interior to look like a condo or a living room, but I want it to reflect me which means there will be tons of stuff around; lots of space for refrigeration and a freezer large enough to store big fish. How about a gimballed champagne cooler? It would have a nav



John Bertrand

San Francisco

"An Aussie 18. It is probably one of the fastest, most responsive boats in the world. Sailing it is like total reflex. If you take time to think about something, you are usually, as they say, 'in the piss'."

"At the level they race them in Australia, they have a full pit crew. The boat is shored up in a rack that can be turned easily to one side. About 15 minutes before the first gun, they decide which rig they are going to use, plug it in real fast, pull the sails up, right the boat, walk it down to the water, jump in and go. A lot of times only four square feet of the hull — the back corner of the transom — is all that's in the water. The rest is out, flying. I'd want a crash helmet to go with it."

"On the family side, the personal side, I'd like an Etchells. My two boys are growing up, so I've already got my crew lined up."

"On the other hand, I have the boat I want — *Clockwork*. One of the nicest things about my arrangement with Lee Otterson now is that I can enjoy all the benefits of sailing the boat without having the burdens of owning it. I organize the campaign, do the preparations and keep the boat in shape. I get to steer the boat. If we win, Lee keeps the trophy. That's the tradeoff."

"Of course, we wouldn't mind a brand new 46-ft full-on custom state-of-the-art stripped down racing boat . . ."



Ray Pingree

San Rafael



station with all kinds of toys and one of Santa's elves who can run it all; a good stereo; a washer/dryer, headroom in the galley and a place to hook yourself in for rough weather. And let's not forget an alarm for when the bilge gets too full in case I run over some rocks and break the glass bottom."

"I'd like some extra supports on the davits so I can fill up the dinghy with hot water and hook in a Jacuzzi so it will be warm and bubbling while I bounce around in it."

Will Santa Claus come through this year? You never know. Just remember that old North Pole saying. "Be careful what you wish for, you just might get it."

— glenda carroll

CARIBBEAN

The picture on these two pages is not of some tropical careening beach in heavy use, but rather the tragic result of Tropical Storm Klaus that ripped through the Virgin Islands region of the Caribbean November 6 through 8. The damage done to recreational yachts was extensive, certainly greater than that suffered in Cabo San Lucas in December of 1982.

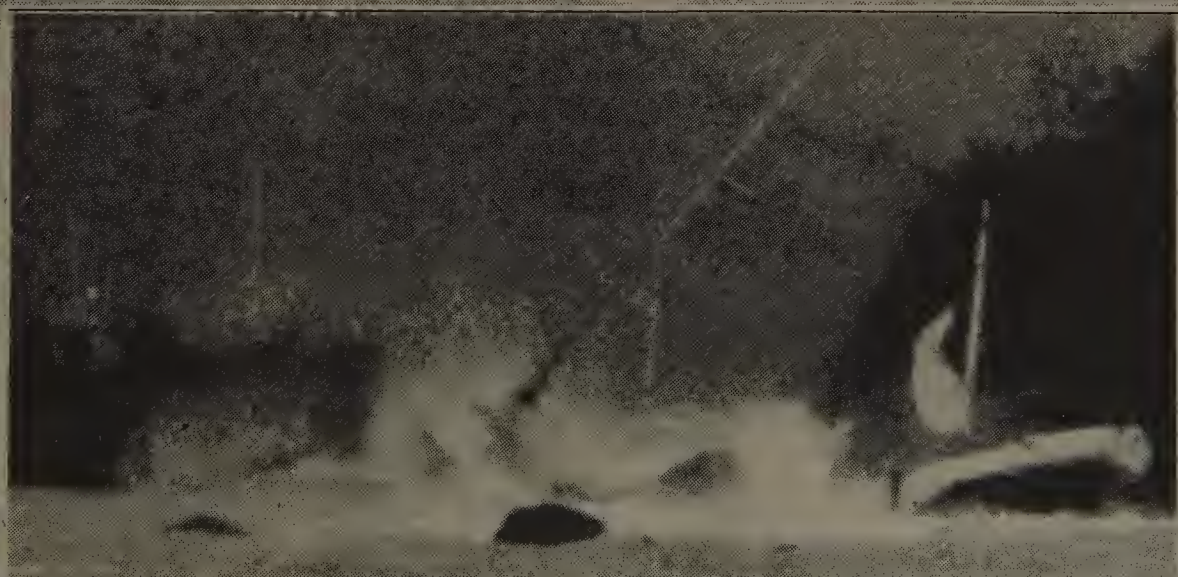
PHOTOS BY WARREN STRYKER
EXCEPT WHERE NOTED

While exact figures are hard to come by, reliable sources on the scene were estimating that as many as 100 recreational vessels — many of them over 40-ft in length — were severely damaged. It was further speculated that perhaps as many as 50 percent of them

will be total losses. "It's the worst marine disaster I've seen in 26 years here," advised Dick Avery of Avery's Boat House.

Days after the storm had moved on no loss of life had been confirmed, although one sailor was believed missing. Because of





The moment of impact, a barge crushes the Peterson 44 'Casey-O' at Crown Bay. Spread; the wrecks at Long Bay near Yacht Haven.

CARIBBEAN

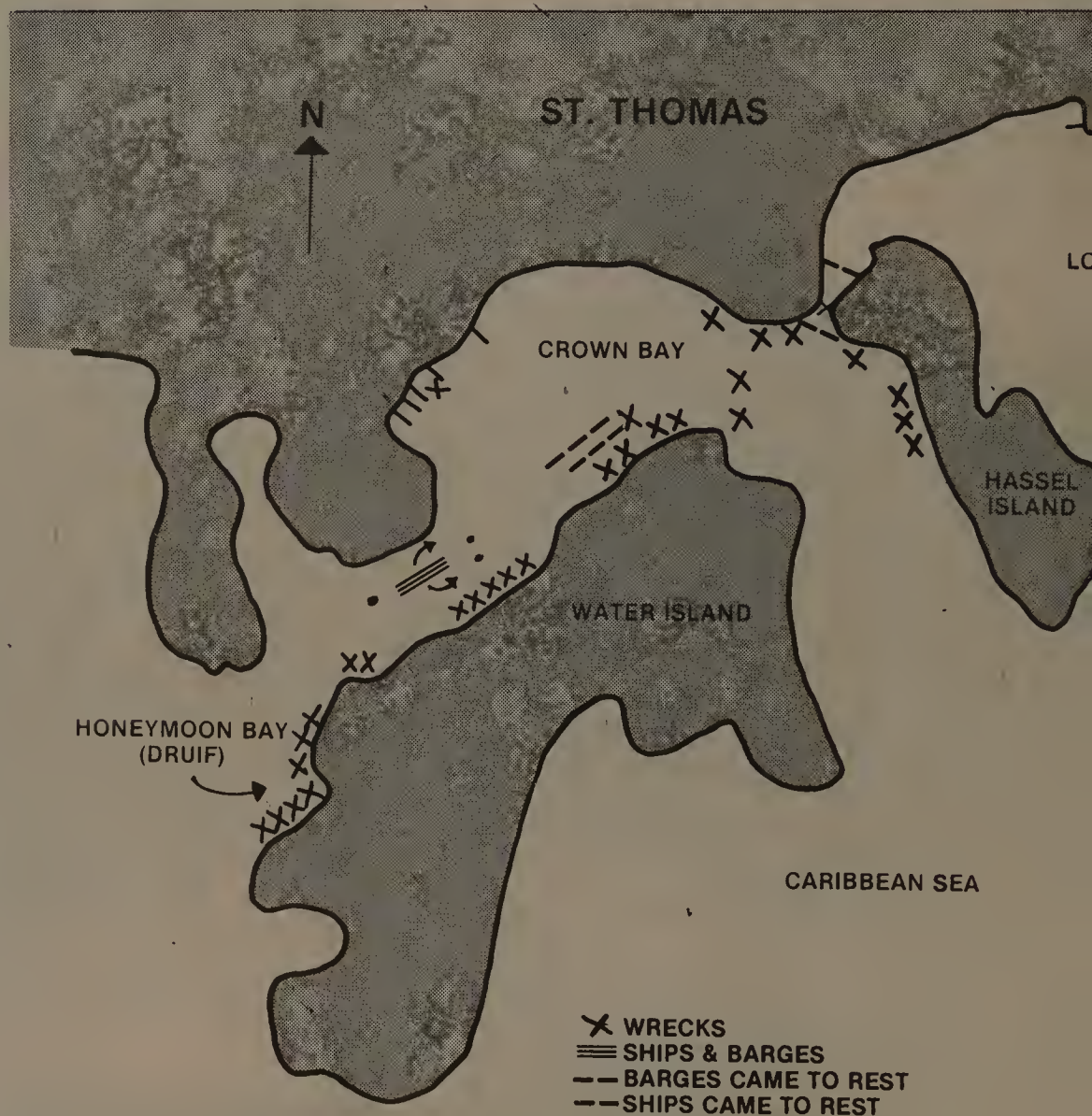
the extremely poor communications between the many remote anchorages and harbors in the area, it's unlikely that exact loss of life and property will ever be known.

St. Thomas in the U.S. Virgin Islands is arguably the charter capital of the world, and many of the boats damaged or destroyed by Klaus were preparing for the start of the new season just weeks away. In fact over 150 of the very finest boats had been chartered out in anticipation of the 10th Annual Charterboat League Show to be held at Yacht Haven on November 8 — the day after Klaus hit.

While Mother Nature inflicted much damage, she was helped ably and often by humans. Some human help was simple ignorance, some of gross negligence, and far too much of it was deliberately malicious.

What eventually would become hurricane Klaus was leisurely in developing. On the 2nd of November it was nothing more than a cloudy low pressure area featuring very moderate gusts of wind. We were in the vicinity on the 4th, 5th, and 6th of November, and listened to the various weather reports. All mentioned the low pressure system, but they also indicated that it was heading into the open Atlantic and would present no danger to populated areas. Would that have only been the case!

What in fact happened was that by 2:30 p.m. on the 6th the low pressure system had been upgraded to a tropical disturbance. A mere 3½ hours later the disturbance was featuring steady winds of 40 miles per hour and had to be upgraded once again and given a name: it was now Tropical Storm Klaus. None of this would have been that severe if Klaus had already worked to the open Atlantic, but during the massive upgrading the center of the system remained 75 miles southwest of the Virgin Islands and heading north.

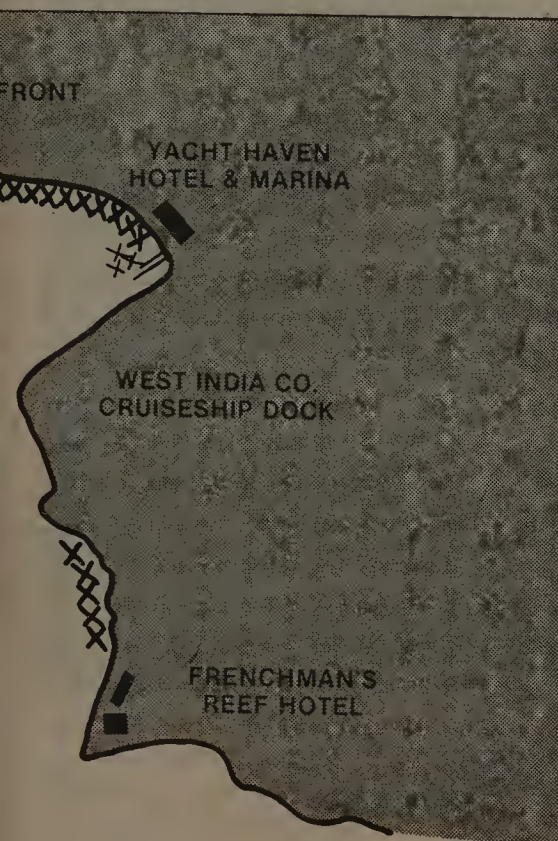


A total wreck lays along the waterfront in the foreground of the Legislative Building.



Former Sausalito resident Warren Stryker reports that by Tuesday evening large swells hitting St. Thomas made alert sailors realize that they were in for something big. The large marina at Yacht Haven — whose concrete docks cannot protect boats during heavy weather — was almost immediately evacuated. By adding this large fleet to the already crowded anchorages at Long and Crown Bays, there was very little room between boats. Since many of the bareboat charter companies anchor boats in these bays using nylon line with very long scope, it soon became a high stakes bumper car game with large boats slamming around on 'rubber band' ropes.

Stryker, who battled the storm and dodged barges in Crown Bay all night using three anchors on his engineless 41-ft sloop describes what happened next:



SCALE

ONE MILE

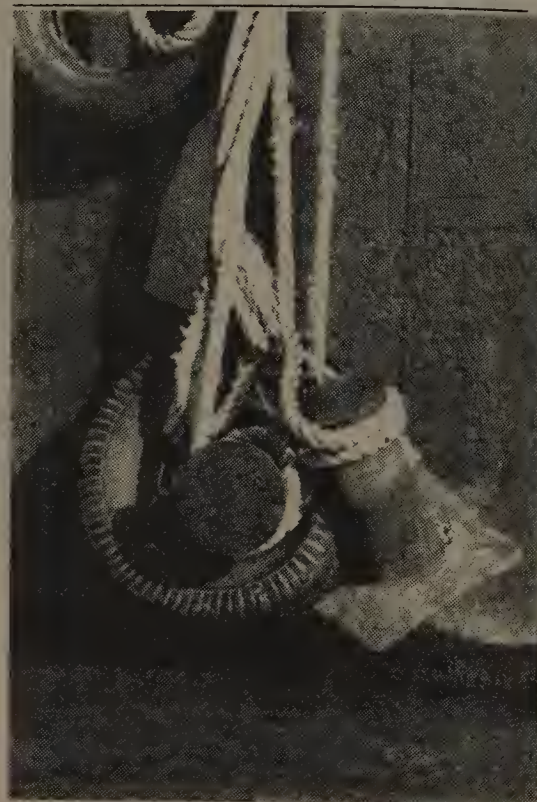
when two of the five large commercial vessels anchored bow and stern broke free from their single mooring and careened sideways through the anchored fleet of yachts. They ended up pushing, grating, dragging or sinking every boat in their path, terminating their journey of destruction at Haulover Cut. Yet that wasn't the end of it.

"About two hours later two barges swung out from the windward side with explosive noise. The wind against them had created such a force that the welds holding the bollards to their decks popped off. Since only one barge was actually secured to the mooring and the other four to the outside of it, the force was enormous. These barges also tore through Crown Bay, taking everything in their path.

"While the ship in the center that was tied directly to the mooring buoys held throughout the duration of the storm, it was a miracle. It had only one hawser out to the western-most buoy, and it was improperly secured. After the storm subsided the West Indies Transport Company immediately collected their wayward derelicts and tied them back to the single ship with its lone sorry hawser. No thimbles were used. Other single chaffed lines improperly run through shackles were improperly fastened to the mooring buoy. During, before, and after the storm there could be no safety near them.

"Over in Long Bay there was plenty of damage, too. A few boats broke loose Tuesday night and came ashore, and there were many more on Wednesday. Most of

the boats that came ashore had been left untended at anchor. Boats with crew aboard generally headed for more protected water, although several had their props fouled in the monumental amount of debris in the harbor water and were rendered helpless. In un-



These bollards broke free, allowing the barges loose on their path of destruction.

protected waters the bottom of keels were visible as boats rolled with the waves crashing through.

"The catamarans and trimarans that broke

The lovely 'Osprey', driven onto the ragged, rocky shore.



"On Wednesday morning the damage was still limited to the exposed anchorages and fender crushers. Then the eye passed over. Everyone anchored near me on the northwest side of Water Island in Crown Bay was relieved because we all knew that the winds would be lighter on the other side of the eye. But we were wrong. A short time later the wind blasted in from the west. Even though the sustained winds were only 40 to 50 knots with gusts to 60, there was the terrible problem with the anchorage being overcrowded and having to share the anchorage with derelict ships and barges.

"When the wind switched direction 180 degrees, some of the untended yachts broke free and dragged through the anchorage. Nonetheless 80 to 90 percent of the serious damage where I was in Crown Bay occurred

CARIBBEAN



loose generally splintered on the rocks and the beaches. Miraculously some of the well-constructed monohulls survived groundings, be they tossed high on the rocks by a particularly large wave or washed up on sandy beaches.

"On Wednesday morning panic struck those anchored in the Crown Bay turning basin. Incredible as it seems, the cruise ship

This little beauty saved another boat, and then was hacked free of its mooring to drift ashore.



Just one of the many boats in beautiful condition that went under.

Nordic Prince attempted to enter the small harbor and dock during the height of the storm. After making one futile attempt to secure at the West India Company dock with a steady 40 knots on the beam, the captain applied full power to back out and extricate his vessel from the predicament. But as the *Nordic Prince* rumbled back through the cruise ship turning basin, she crushed boats, tore anchor rode, and toppled masts of the boats in her path. As a consequence some seven boats went on the beach and many others had to scramble to re-anchor.

"Responsibility for allowing the ship to enter the harbor under such conditions was being tossed around like a hot potato days later. Since the pleasure boats were anchored in the turning basin, there certainly will be some interesting legal proceedings."

While many people cooperated to save boats and property, there were nonetheless a discouragingly large number of instances of villainy. Looting and vandalism of beached and about to be beached boats was widespread. Members of the press noticed that local law enforcement agencies made little effort in the beginning to prevent the looting, and one photographer was struck by a looter with a stolen boathook as he took pictures. On later occasions it was reported that members of the police force and civil defense workers stood by and watched as

gangs of young locals stormed boats and took everything they could of value. In some cases the gangs of looters prevented rightful owners from salvaging gear from their boats. On Wednesday night boatowners guarding beached boats on Long Bay battled a six-



man gang of looters armed with sticks in order to save what little they had left.

The police chief and the acting head of the port authority both offered excuses why their departments would not help, excuses that strained credulity. Ultimately they maintained that it was up to the property owners to defend their valuables from criminals. This position was later publicly endorsed by the Lt. Governor. As for the Governor, the local paper reports that nobody has seen him in a long time.

Looters questioned about their behavior offered several explanations. One was that since the boats had been damaged they were now free to be picked over by anyone — a widely held but completely erroneous understanding of salvage law. Other locals contended they were entitled to the valuables: "It's our beach; if it comes on our beach, it's ours."

Although it was not exclusively the case,

The destruction to both work and sailboats was terrible.



This Darth Vader-like barge drools a bit of Westsail 32 from its ramp.

the vast majority of looters were local blacks between the ages of 18 and 24. While there have been simmering relations between the impoverished black local population and the wealthy, mostly white boatowners who come down from the States, one observer

was careful to say that the looting didn't have racial overtones. "It was more like a carnival," he said. As way of background, it should be noted that for centuries much of the income earned in this part of the world came from wrecking. Indeed many countries in the Caribbean had wrecking taxes on the books for years in order that the government could share in the bounty.

As for the behavior of the local authorities and looters in this time of heartbreak, the Gannett newspaper chain's *The Virgin Islands Daily News* editorialized thus:

"Instead of the friendly helping hands that traditionally have characterized our response to emergencies, Klaus brought out an ugly side to some people. Like beasts of prey, they lay in wait, pouncing on fellow citizens who were crippled by the storm — particularly boatowners whose craft were battered by high winds and seas.

"What made the bad situation worse was the response and the attitude of the police. While the media were receiving numerous reports of looting in the Long Bay area, the chief of police said to a reporter, 'What looting?'"

"Eyewitnesses maintain the police basically looked the other way as bystanders helped themselves to items ranging from life preservers to appliances. Some boats were stripped. Some people were physically attacked. Police or National Guard protection clearly was needed.

"Yet incredibly the police chief says the looting wasn't Public Safety's responsibility, it was the Conservation and Cultural



CARRIBEAN

Affairs and boatowners. But the DCCA said they didn't have the manpower to control the situation.



ly because it built to a tropical storm force with such short warning and partly because the island's only radio station had been out of operation.

Over on the U.S.'s St. Croix some 50 miles to the south, 10 to 15 boats were "smashed to pieces" at Frederickstead where a pier broke up. A cargo boat also washed ashore, and a man reportedly jumped overboard into eight-foot seas near Buck Island.

Over at St. Maarten the 190-ft charter vessel *Yankee Clipper* with 103 guests aboard struck a reef as a result of the storm. The British Virgin Island-based boat was able to transfer all its passengers safely.

Certainly there was additional damage elsewhere in the region, but information was not immediately available. St. Kitts and St. Barthelemy were reported to have suffered substantial damage.

With battered boats everywhere and the

Some boats were thrown high onto the rocky shore and battered into small pieces.

"An administrative stand-off when lives and property are at stake verges on the criminal."

Apparently not a single person was arrested for looting during the day and a half it sporadically went on. There were a few arrests for assault, however. Chances of any convictions for looting are slight. It's widely believed that local authorities and juries are reluctant to prosecute locals, and victims and witnesses are even more reluctant to testify for fear of retribution.

Regretably boatowners themselves were not above reprehensible behavior. One eye witness described an example he saw:

"From my own perspective there was a clear villain in this tooth and nail battle to save our yachts, charter boats, and homes. In a mini-episode I saw a middle-aged man in a CSY 44 abandon his position rafted to a large moored houseboat, only to have his propeller snarl in flotsam. As he drifted toward the rock-filled surf on Water Island, he lucked upon a 23-ft sloop that is home to a local airline pilot. The small boat's mooring saved him, stopping the drift of his boat just a few feet from destruction on the surf-racked shore.

"After awhile several sailors offered him assistance, passing long nylon lines to his 44-footer, lines secured to a mooring further offshore. Soon the gentleman was able to

winch his way out of the surf and into open water. Shortly thereafter he had cleared his propeller and was ready to run a more sheltered anchorage.

"His last act before leaving? He cut loose the little sloop that had saved his yacht. Thoughtlessly he hacked away the lines that had secured the little sloop not only to his vessel but to her own mooring! In less than a minute the handsome little boat slammed into the rocky surf to be destroyed."

This witness further alleges that he later learned that the man on the CYS 44 is a manager with the West Indies Transport Company, the owner of the four derelict ships and barges that broke loose and caused such destruction in Crown Bay.

Other areas of St. Thomas besides Crown and Long Bays that suffered damaged boats include the St. Thomas YC in Cowpert Bay, and Brewer's Bay. Boats at Avery's Boat House in the Frenchtown section of Charlotte Amalie were not damaged, nor was the large fleet at Red Hook or the boats at Sapphire Bay.

On nearby St. John's, boats were reported wrecked at Chocolate Hole and others "smashed to bits" at Secret Harbor.

Over on Tortola in the British Virgin Islands, the damage was believed to be not as heavy. Nanny Cay suffered no losses, but at CSY one sailboat went down and a number of others were damaged. All but one are believed to be repairable. CSY had 60 charterboats out sailing when Klaus hit, part-



critical charter season just weeks away, many owners and charter organizations are in a frenzy of activity to get their vessels back together. For some the jobs are minor and should be able to be taken care of in plenty of time. Yet some companies have lost half their fleet or more and face a real struggle. Many boats require extensive repairs or are total losses.

There are even boats that remain high and dry, yet to be touched. It's suspected that some of these are leased by less respectable charterboat operations whose stateside owners may be hoping their vessels incur sufficient damage to eventually be written off, freeing them from an obligation they'd been hoping to escape.

In looking back at how and why so many boats were damaged or lost, the following explanations were given:

1. There was inadequate warning of the storm, partly because of the sketchy weather



The sailboat at left was salvaged in six hours, the powerboat at right ended in splinters.

forecast, and partly because the storm developed so close to St. Thomas.

2. Heavy weather from the southwest is rare, so the boats left unattended for long periods of time are not anchored with those conditions primarily in mind.

3. Many boats were equipped with poor anchors and ground tackle. Aluminum anchors were found to have bent under the strain and few boats had enough chain at the end of the rode to prevent dragging or restrict the circumference in which they swung.

4. One former captain thought some skippers and owners were simply negligent. He said the Tuesday night the storm started coming up strong he observed many of them partying rather than preparing their boats for the obvious bad weather.

5. Much damage was caused by what might have been negligent mooring of the West Indies Transport Company barges and ships. Reportedly this is not the first time their vessels have broken loose. Fears on the waterfront are that the company will declare bankruptcy, making it difficult for wronged parties to collect possible damages.

Tropical storm Klaus will not soon be forgotten in the Virgin Islands. Much of what economy there is based on charterboats, and for many of them the critical busy season is already over before it's begun.

— **latitude 38**, with
information from
warren stryker and other
eyewitnesses in the
Virgin Islands



1984 L.A. TO

It was by all accounts exactly what a Mexican race should be: warm weather, moderate breezes, and good company. For the 21 yachts entered in the 13th biennial Los Angeles to Mazatlan Race, the 999-mile contest was a soothing ride south from November 10th to 17th. While some called it a race more suited to IOR boats since the ultralights couldn't get up and plane, both first to finish and corrected time honors went to the very light and very well sailed *Swiftsure III*, Nick Frazee's Nelson/Marek 68 from the San Diego YC.

Swiftsure didn't break the 1972 speed record of five days and eight hours, but she did manage to outpace the second boat across the line, *Strider*, by over ten hours. *Strider*, a Nelson/Marek 55, was under

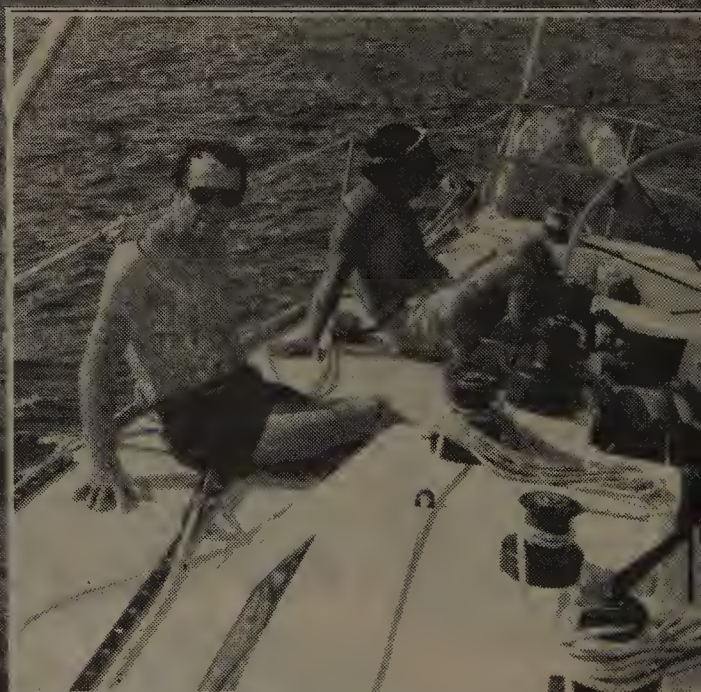
charter to San Francisco YC's Chuck Winton and some of his regulars from the boat he sails on the Bay, *Chimo*, another Nelson/Marek design. (Bay Area fans will remember *Strider* as the yacht Chris Corlett and his 21 women crew sailed in the recent Big Boat Series.)

Alameda sailmaker Duncan Kelso was onboard *Strider* for his fifth Mexico race. He ranks this one as the tops, though. The wind was warm, the food great and the boat very fast except for a tendency to want to turn left all the time. "The only time the helm felt right was when we had a piece of kelp dragging off it!" he says. *Strider* lost time in the hole off Cabo San Lucas, losing precious

Turning the corner at Cabo San Lucas.



Robert Yarak's 'High Roler'.



'Strider's' crew concentrates in light airs.

MAZATLAN RACE

time as the boats behind caught up and *Swiftsure* was able to get the northerly coming down the Gulf of California and romp ahead. They also hit the early morning zephyrs coming into the finish, using three hours to cover the last four miles! They still managed a respectable second in class and fifth overall.

Not so fortunate were those on the other Bay Area entry, Lu Taylor's Santa Cruz 50 *Racy II* from the St. Francis YC. For many onboard it was the first long race on an ultralight and much of the time was spent trying to figure out how to sail the boat fast. Duane Higbee, who has crewed for Taylor since 1968, says "it's like a 50-ft dinghy! The

boat is really tight and light — you literally bounce around in your berth at night!" Needless to say, he loved it, but realizes they have a lot to learn. *Racy II* turned around right after the finish to head back for the February 2nd Marina del Rey to Puerto Vallarta race. If at first you don't succeed, go on another race to Mexico!

Results: *Class A* — 1) *Swiftsure III*, N/M 68, Nick Frazee, SDYC; 2) *Strider*, N/M 55, Chuck Winton, SFYC. *Class B* — 1) *Brisa*, Choate 48, Sandy Martin, LAYC; 2) *Supernova*, Swan 51, Stephen Pauley, Balboa YC. *Class C* — 1) *Travieso*, N/M 44, Rolland Kuntz, Oceanside YC; 2) *High Roler*, Custom, Robert Yarak, Cal YC. *Class D* — 1) *Apogee*, Peterson 39, Milt & Marty Vogel, LBYC; 2) *Reliance*, N/M 41, Len Sheridan, Cal YC. **Overall:** *Swiftsure*, *Travieso*, *Brisa*, *Apogee*, *Strider*.

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Nick Frazee's 'Swiftsure III'.



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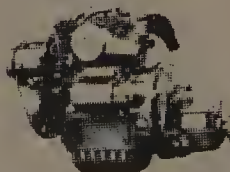
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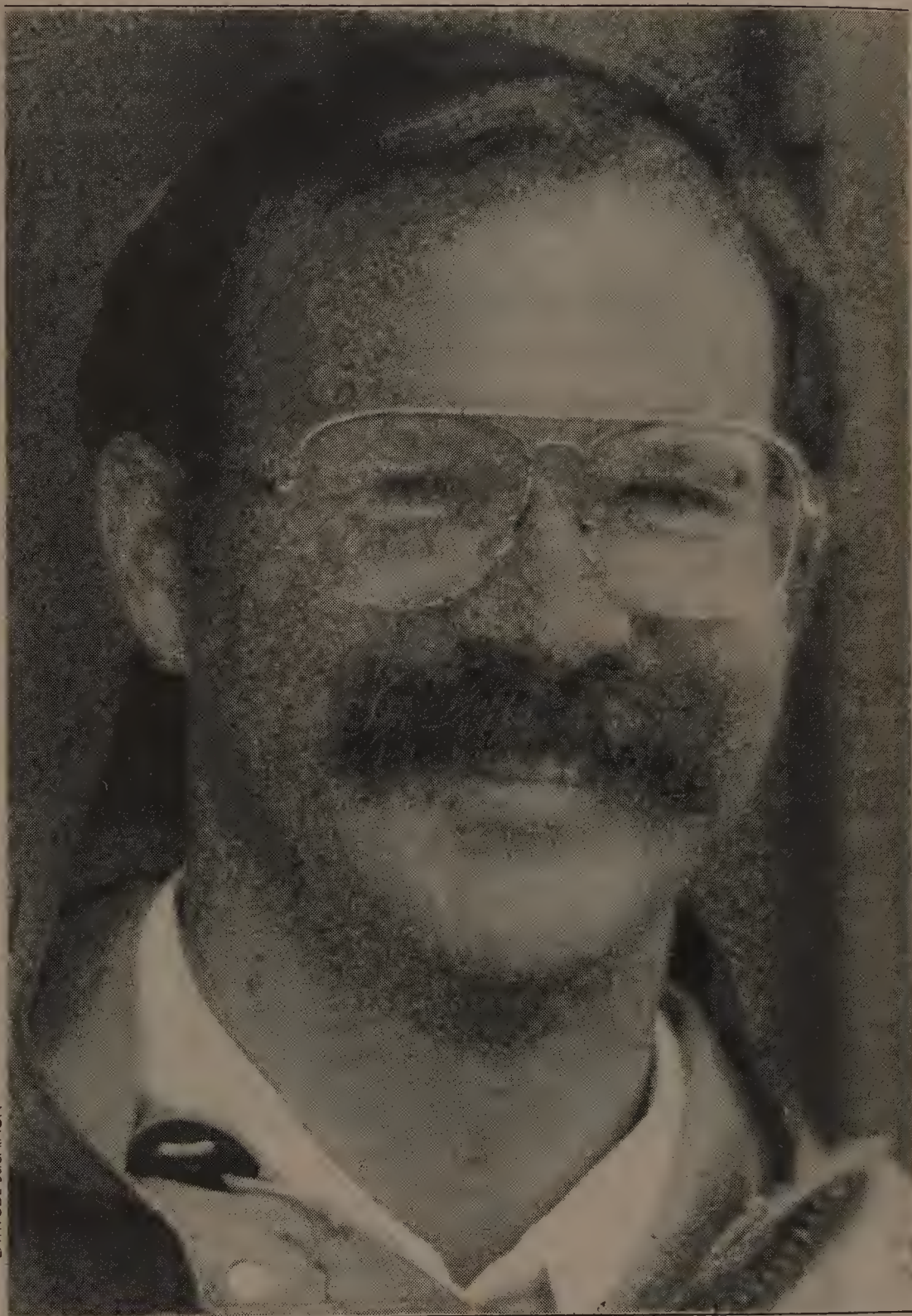
Alameda yacht designer Carl Schumacher is used to looking at the world from more than one perspective. Some of that ability may stem from his growing up lefthanded in a righthanded world, a condition which forces those affected to stretch their minds farther than their righthanded counterparts. For Schumacher, that training comes in handy, especially considering the vocation he's chosen for himself. Drawing pleasure boats is not a surefire way to fame and success, yet he has set a course for himself that may well end up there. At least he hopes so. "I was raised to believe that I should do the work I enjoy, try to be the best at it, and eventually the money would start coming in," he says.

For most of the five years he's been working independently, Carl's office was a small, dark, concrete room with one large window overlooking the Alameda waterfront. Recently, however, he moved a few hundred feet to the north into a bright, wood panelled space, which is adorned with trophies, photographs, books and even a full-size El Toro dinghy. Though not significantly bigger, the new work area does exude a sense of moving up in the world. Indeed, with the successful Express 27, in full production and the winning custom designs of *Summertime Dream* and *Wall Street Duck* to his credit, Carl appears to be attaining his goals.

Bspectacled and mild mannered with a bushy brown mustache, Carl isn't one to stand out at a party or in the bar. In private, though, he's quite capable of carrying on animated conversation, jumping from his upbringing in Newport Beach to theories of hull shape to thoughts on working for big corporations. "Sometimes I think life would be easier if I saw everything in black or white and I just charged ahead with what I thought was right," he says. "My tendency is to see everybody's point of view. Oh well."

To many, Carl appears self effacing and almost shy, but it should also be pointed out that he is doing what many only dream about. At the age of 12 he began to realize he really wanted to draw boats for a living. Since then he hasn't wavered in that pursuit. There have been times when the whole idea seemed preposterous, but his own desire and the support of his wife and family have lit the way. John Wayne he isn't, but Gary Cooper will do just fine.

Being in, on and around boats has been part of Schumacher's life ever since his father built a 22-ft Bill Garden design in their Southern California backyard back in 1954. When he was eight, they moved to the



LATITUDE 38/SIMON

Carl Schumacher.

developing waterfront community of Newport Beach. The family boat provided opportunities for outings between his dad's busy schedule as an airline pilot. At ten Carl started racing eight foot Sabot dinghies at the Balboa YC, graduating to the 15-ft Snipe later in high school.

There was more to boats than just sailing, though. "He was always tinkering," recalls Newport Beach racer and sailmaker Dave Ullman, who taught at the Balboa YC junior

program. Carl started sketching boats at a young age and he used to build and race model sailboats with Ron Holder (who later designed the trailerable Holder 20). In fact, the drawing board Carl uses today was a Christmas present he received when he was 12. "I set it up in my room," he recalls, "and just started sketching."

Carl's father, Richard, no doubt influenced his son's choice of vocation. He had wanted to be an aeronautical engineer but didn't have the money to afford college at the time. Besides his commercial flying, Carl's dad designed and built model

CARL SCHUMACHER



DIANE BEESTON

airplanes. He also spent his stopovers in Seattle visiting cruising boat designer Bill Garden, who took an interest in young Carl's enthusiasm for yacht design and sent him drawings. Not surprisingly, the youngster drew inspiration from Garden. He was also an avid fan of the legendary Olin Stephens and Nathaniel Herreshoff.

At 14, Carl entered his first design competition. *Yachting* magazine was looking for a three-man keelboat and Carl drew up plans for a boat he called the *Olympic 30*. The long, low hull with generous overhangs looked a lot like the Rhodes 33 he was crewing on at the time. The tendency to take ideas from existing boats is a theme which Carl has repeated over the years. "I'm more concerned with how a hull shape reacts than with its hydrodynamic form," he says. As a

The 26-ft 'Summertime Dream', now owned by Sausalito's Rob Moore, has been a perennial winner in IOR, MORA and PHRF racing.

result, he's always made it a point to sail on as many different boats as possible to see how they perform under different conditions.

Another facet of design theory that Carl developed early was the preference for boats that ride easily in a seaway. One of the crucial ingredients needed for this characteristic is the deadrise, or the amount of V-shape in the forward part of the underwater hull shape. A boat with flat forward sections (low deadrise) will pound more than a steeper V-section, which cuts into the waves more easily. Garden's designs and the meter boats are good examples of hulls with a lot of deadrise.

Designing a good shape, Carl explains, is a series of compromises. Boats with low

deadrise, like the Jensen Marine Cal boats that Carl sailed on in Newport Beach, have good form stability. That means they resist tipping over because of the flatter bottom. Hulls with more deadrise tend to want to lay over, relying on the keel to keep them upright. Finding the right mix to produce a hull that rides easily and stays upright is the designer's job.

Carl's classroom for discovering the answers to these problems extended beyond his high school courses in drafting and mathematics. In the summers he worked in sail lofts and as a rigger, and of course he sailed as much as possible. He spent a great deal of time onboard a Cal 28 owned by Mike Hirsh, a successful marketing manager and former Lido 14 and Malibu outrigger champion. Also popular at the time were the Balboa YC's fleet races for the Rhodes 33's, including challenges against other clubs in California. "There wasn't as much emphasis on international sailing as there is now," he says. "For us it was a big deal to come up to San Francisco to sail against the St. Francis YC team!"

When it came time to choose a college, Carl faced a bit of a dilemma. While his grades in the subjects he liked were good, he wasn't as strong in other areas. Consequently the naval architecture programs at MIT, University of Michigan and Cal Berkeley were unavailable. He did score well on his Scholastic Aptitude Tests, though, and after a year at Orange Coast Junior College he enrolled at Cal Poly in San Luis Obispo to pursue an architectural engineering degree. His parents tried to impress on Carl that yacht design might not be the best career choice, but given his father's predilection to overlap business and pleasure, it was a weak argument.

Carl campaigned a 22-ft Star boat during his college years, doing much of the repair and maintenance of the wooden hull himself. He sailed out of Santa Barbara and there became friends with boatbuilder Bill Gerard. The two joined forces for an Olympic effort in 1972, finishing tenth in the trials on San Francisco Bay.

While not as successful as Carl had hoped it might be, the Star experience taught him a good lesson. Before the Trials he and Gerard had been very fast with a particular mainsail. It wasn't the model many

others were using, but they had confidence in it, which Carl points out is often more important than any other factor in sailboat racing. For some reason they sold the sail before the Trials and bought one of the more popular models. Of course it turned out to be slower.

"You don't monkey with a fast machine," Carl says now. "If you're going well, people will eventually come around to your way. The boats I'm designing now are different from what others are doing here in the States. From what I see in the magazines, mine are more like the French and German yachts which are doing well in Europe. They're easily driven with not too much sail area and they have a long waterline for their rating."

Chris Corlett, the primary helmsman on Carl's 38-ft IOR racer *Wall Street Duck* for the past two, very successful seasons, concurs with this notion. Chris also drove the 1983 SORC winner *Scarlett, O'Hara*, designed by San Diego's Doug Peterson. He says the difference between the two boats is significant. "*Scarlett* is big in the ends and requires lots of power to push it around the course," he says. "The *Duck* has an easier feel on the helm and is easier to sail. Carl's boats definitely have their own style."

There were other ingredients required to create that style, and one of most important came after Carl graduated from college. With a low draft number staring him in the face, he chose to join the Navy Reserve which required six months active duty and five and half years of monthly meetings. There was a four-month wait for boot camp to start (during which, ironically, the draft was ended), and Carl devised a plan to spend it fruitfully. Through his friend Mike Hirsh, he arranged to take a crash course in boatbuilding at Jensen Marine in Costa Mesa.

"It was a great experience," he says. "I got to work in each of the shops and see exactly how a fiberglass boat was put together. I spent days laying up fiberglass with guys who didn't speak English. At lunch I would hear guys talk about their two week vacations and how they looked forward to their time off. In addition to the boatbuilding education, I also came away with a very strong feeling of not wanting to work for a big corporation!"

After his military stint (which further reinforced his disdain for large organizations),



A drawing from Carl's childhood sketchbook.

Carl set his sights on his next goal. Oakland's Gary Mull was enjoying great success at this time. His Ranger 37 *Munequita* had just won the 1973 SORC. The young college grad decided that's who he wanted to work for and he doggedly pursued his quarry. "I remember driving up from Newport Beach to have lunch with Gary and then driving back home the same day," he recalls. Finally Mull granted him a three-week trial run. He passed the test and spent the next four years at Mull's office.

The exposure to an established naval architect's office proved to be another valuable learning experience. "I found out how to keep records, how to acquire clients, how to make calculations and keep them organized," he says. "I was also exposed to the

politics of both the rating rules and sailboat racing in general." In addition, Carl took on many decision-making responsibilities while Mull was traveling.

By 1976, though, the urge to try out his own wings became uppermost. Carl also disagreed with the then current Mull philosophy of heavy boats with big rigs and pinched sterns. So he moved his drawing board to the laundry room of his house and set up shop. Carl Schumacher, N.A. Being honest, forthright and knowledgeable about boats, he figured the world would beat a path to his door.

He was wrong. His phone remained deafeningly quiet. Work in the form of building half models of boats and some consulting work for Dick Denay of the Yacht House in Alameda was sporadic. Carl's confidence be-

CARL SCHUMACHER

gan to melt like an ice cube and as things worsened it seeped into the floor heading south. He drew great strength from his wife Marilyn, whom he had married in 1973. "She supported the philosophy that if I wanted to be a designer, then that's what I should do," he says. Marilyn's faith in the principles of Christian Science (a religion Carl adopted himself a couple of years ago) were a valuable asset, as was the income she generated from teaching flying lessons.

Carl kept plugging away. In 1977 he was one of four winners in a *Cruising World* magazine design contest, and the following year he received honorable mention. He was also sailing a lot on the Tartan 41 *Blitz* and Chick Leson's Peterson 42 *Incredible*. But still no design commissions. Carl hit bottom after submitting some drawings to Islander Yachts for a production boat, only to have them choose Doug Peterson for the commission "because he was internationally known".

In the fall of 1978 Carl knew there was only one avenue left. Realizing he wasn't adept at socializing or blowing his own horn — "I was taught not to brag" — he realized he'd have to make his own boat of his own design and get people's attention by winning some races. Originally he had a 30-footer in mind, but it would cost too much to campaign. The

mother. It was twice as much as he had ever earned in a year up to that point. Finding a builder wasn't easy either, but he struck a great deal with Long Beach's Dennis Choate that left him enough cash to buy sails, hardware and rigging. The hull, deck and keel were delivered at the beginning of May, 1979, just six weeks before the Quarter Ton North Americans scheduled for San Francisco Bay.

"It was good to have a short-term goal," he says now. "I felt a great responsibility, first to prove that I wasn't wasting my mother's money and also to show that my design ideas would work." Working almost non-stop, Carl put the boat together, aided considerably by his friend, Scott Owen, and his brother-in-law, Steve Chidester, both of whom were enlisted to sail the boat as well. Carl had grown quite close to his sister, Sally, after the accidental death of their father in 1973, and Steve and Carl were mountain climbing buddies. On June 1st, they launched *Summertime Dream*.

Carl still required a fourth to round out his crew. He realized he needed to win the North Americans and recruiting a great sailor could make the crucial difference. After finding out Chris Corlett and Chris Boome



next choice was a 26-ft Quarter Tonner, the concept of which didn't thrill him. "I had done a Farallones race in the Mull Quarter Tonner *Spread Eagle*," he says. "It was one of the wettest, most uncomfortable experiences of my life!" The economics of the situation prevailed, however.

Carl borrowed most of the \$20,000 he figured he would need for the boat from his

Scott Owens, left, Carl and Steve Chidester were so busy completing 'Summertime Dream', background, they didn't even get their hair cut!

were unavailable, he approached sailmaker Dee Smith. "I knew I wasn't too good at starting and I had choked at major regattas before," recalls Carl, "and Dee is very good at those two aspects. But he needed a test ride before he'd say yes. We took him out before a Friday night race on the Oakland Estuary and after reaching out and back a

LATITUDE 38/RICHARD



couple of hundred yards he said simply that we were going to win the North Americans. That was the nicest thing I'd heard in a long time."

Smith was right. They won the first race, leading at every mark. Carl's sighs of relief were audible at each buoy. In fact they won every race. *Summertime Dream*, with its light, easily driven, simple hull that was fun to sail, turned out to be a roaring success. In five short races, Carl had showed that his ideas were credible. "It really was the turning point," he says.

The phone started to ring. Design commissions began to come his way. He did a two-man trapeze keelboat for Jack Sheldon's Pyramid Yachts in San Leandro, followed by the Pyramid 30 racer/cruiser. He didn't really hit it big, though, until teaming up with Santa Cruz's Terry Alsberg in 1980. Terry had been building Moore 24's

SUE ROWLEY



'Wall Street Duck', the Schumacher 38, on her way to a second consecutive Stone Cup victory in 1984.

but decided he wanted to start his own shop. He talked to Carl and, once again, Doug Peterson about a design for a 27-footer. This time Carl got the nod, though, because Terry found Peterson "was always off in Europe whenever he called".

The result of Terry's and Carl's collaboration was the highly successful Express 27, of which 85 have now been built. "Royalties from production boats are really where it's at for a designer," admits Carl, "because more people can afford them than custom one offs." Other production models have followed, although none have been, as yet, so successful. The Choate 30, the Capo 26 and 30 and the new Express 37 all originated on Carl's drawing board.

Even though royalties admittedly contribute more to the bottom line, Carl still hungrily for the IOR custom one off that will

knock the world dead. His old sailing teacher, Dave Ullman, knows the feeling. "Designing boats, like making sails," he says, "is a funny business. You can make more money locally, but we all want to be stars. Carl's designs are world class, but his client list isn't yet. It takes the right customer, one who's willing to take a chance on getting something a little better than what everybody else is offering."

Carl's best effort in this direction so far has been the 38-ft *Wall Street Duck*, built for Tiburon's Jim Robinson. In 1982 Robinson had plans to move up from a J/24 to a 45-ft IOR machine, but then decided something a little smaller might be better. Dee Smith and Chris Corlett, who were working with him, didn't think Carl was ready for the bigger boat, but called him when Jim decided on something that could win him the Danforth and Stone Cup series here on the Bay and

also do well in the TransPac. They also consulted with — who else? — Doug Peterson, but Robinson was willing to take a calculated gamble on the Alamedan.

The *Duck* represents an extension of the same concepts that went into *Summertime Dream*, except the stern is a bit more pinched in for a rating advantage. The boat has proven itself to be dynamite, winning the Stone Cup twice, the Danforth Series twice, the Big Daddy regatta and the San Francisco Challenge Cup match race earlier this spring. A broken rudder in the 1983 TransPac quashed any hopes of doing well there, but they were moving up rapidly in their class standings when the mishap occurred.

"Why can't people see that the *Duck* is killing the competition?" Carl asks with some frustration. There is talk of a bigger IOR yacht for a local owner, but once again the hordes are not beating down the doors. One project that might have put Carl into the big leagues was a 51-footer he drew for a San Diego client last year. The money for the boat was unfortunately the victim of a foreign exchange pyramid scheme that collapsed and in February the project was abandoned.

Waiting for his next break is not a new pastime for Carl, and he keeps plugging away as he has always done. He's working on a new 35-footer for Colin Case (who owned the Pyramid 30 *Felony* and now has the Schumacher 30 *Second Offense*. Will the new one be called *Capital Punishment*?) and a possible Express 23 for Terry Alsberg. He also did considerable rating work on John Arens' Frers 51 *Tomahawk*, recent winner of the Big Boat Series, and is now helping out on Monte Livingston's Peterson 55 *Checkmate* as well.

Even though he professes bafflement at his slow ascent in the world of yacht design, the truth may be that the slow ripening of his fruits will add to their sweetness when picked. The boats he has designed have all been good; he has no turkeys to his credits. His local reputation is enviable, and he's known for his commitment to delivering a quality product to the customer's specifications. Jim Robinson likes to point out that one of the reasons *Wall Street Duck* does so well is that it's not racing against any other Schumacher designs! Skipper Corlett likewise praises Carl. "I consider him an untapped resource," he says. "He's an undiscovered commodity waiting for someone to capitalize on."

That's not bad for a local hero. Not bad at all.

— latitude 38 — suc

A TYPICAL CRUISER'S DAY

The damned thing won't start. I cussed while pulling mightily on the oars, glaring at the Evinrude II outboard on the stern of the inflatable getting a free ride to shore at my expense. Between the NAO Yachts buoy where Yanqui Dollah is



LATITUDE 38/RICHARD

Author Rathfelder, shown here at Sea of Cortez Race Week, is on the extreme left wearing the white hat and the 'Baja tuxedo'.

moored and the beach is a two-knot tide travelling with a three-knot wind, both abeam of my desired course. To reach the beach only 300 yards away I must aim the dinghy almost into the wind and tide, and row through half a mile of current to keep from being swept downstream.

Two days ago I spent four hours in the cockpit overhauling the sick outboard motor. I dismantled and cleaned the carburetor, removed the float and freed the sticking float valve, removed the flywheel, cleaned and reset the points measuring their closed resistance at less than 1/2 ohm, changed the capacitor, and measured the sparkplug wire to ground resistance at 6,000 ohms to check that the coil wasn't open and the connections were good. Then I put it all back together and prayed.

In reassembling the motor I followed the usual procedure to check compression by pulling it through with my finger in the sparkplug hole. To check for spark I held the plug against ground and again got an electric shock when the boat rolled and I lost the ground. Finally I removed the low-speed fuel-control screw to see if gasoline was get-

ting into the carburetor via the cranky float valve.

The thing about outboards is that they usually go bad little by little. When no amount of cussing, cajoling and hand-cranking will start them, when you have changed your last spark plug and when even a shot of ether from a can of Thrust squirted into the air intake won't start them, you've no other alternative but to face reality. It's time to haul the sucker aboard and do all of the above to clean up the problems that have been making your life miserable every time you jumped into your dinghy. Then maybe your old decrepit corroded outboard will serve you faithfully for another month — if you're lucky.

I pulled the cord, the engine roared, and I sighed with relief. Relief because I had invited three hefty ladies to come to the boat the next night for a drink and to watch Old Sol take a header in the west. I had met them while dancing to a great band at the Gran Hotel Baja — in front of which I was moored on the Bay of La Paz. I had heard the band while lazing offshore in the cockpit one night. Their music was so good I had to go see for myself.

The ladies must have grossed 450 pounds, which is quite a load for my four-man Achilles inflatable. I sure didn't want to row them back and forth against the tidal current. So now the motor was running and it would be a nice sunset visit all around.

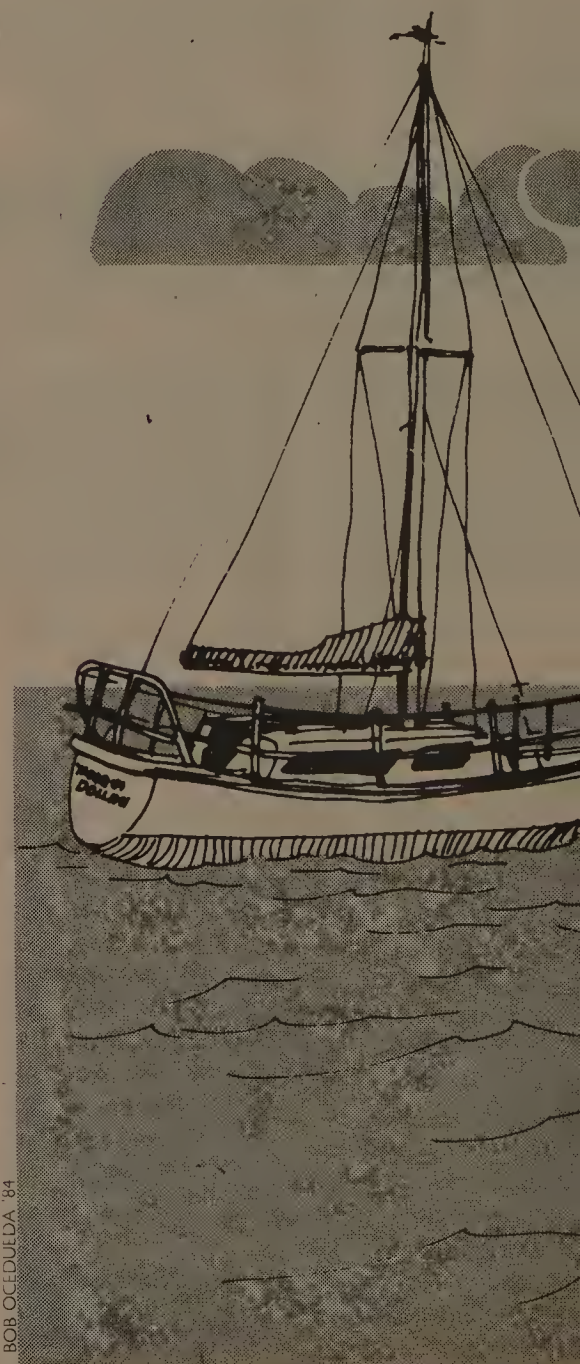
Guess what? You got it! Halfway to shore

"The thing about outboards is that they usually go bad a little at a time."

to pick up the ladies, the Evinrude quits and won't start for love, coaxing, or scatological abuse. I also break the pull cord. So I give up, put one lady in the bow and the other two side-by-side in the stern to give me

elbow room. I row out, row back with the Evinrude getting more free rides. After again rowing to the boat for the last time that evening I fell exhausted into my bunk and swore to haul the blankety-blank outboard to shore for repair. I will take it tomorrow to the Senor who has 235 junk outboards besides his casa next to about 15 that he is currently repairing.

Here I am next morning rowing mightily against the tide with my laundry in the bow, the balky hitchhiking Evinrude on the



stern, and making for the beach. I load my car with the Evinrude and laundry, and am off to the *lavamatica*.

The car is a 1963 Chevy II with three wheel brakes and a bashed-in trunk. Its upholstery on the front seat is shredded down to the wire mesh and it is dragging its right rear leg. But it is wheels. The car has been passed from yachtie to yachtie for \$200. It has old California plates and hasn't been registered for three years. One of the previous owners tried to re-register it in California but found that there were so many parking tickets and other violations against it

"He gets plenty of
walk-in traffic.
Not for business, you
understand, but
just to pass the
time of day."

that it would cost him over \$100. All I have is the old pink owner's certificate with the quit-claim signatures of the three previous owners.

It is dragging its right rear leg because one day while going down a winding mountain road near the little pueblo of San Antonio I tried to apply the brakes but had none. I finally stopped by using the hand brake and throwing the transmission into reverse. Upon removing a rear wheel and brake drum I found that the brake cylinder was squirting brake fluid.

Three locals in a 1974 LTD stopped to help and said, "*No problema. Senor.*"

One of them went to a nearby fence, pulled a nail, cut off the nailhead and put it



A TYPICAL CRUISER'S DAY

in the coupling to the hydraulic line. It plugged the flow of brake fluid to that wheel. They filled my master cylinder from *their* can of brake fluid, replaced the wheel, and handed me a plastic shopping bag of brake shoes and parts.

They smiled and said, "*Ahora tiene tres frenos. Vaya con Dios, Señor.*" (Now you have three brakes. Go with God.)

Being concerned I asked, "*Pero no esta peligroso?*" thinking it might be dangerous to drive with only three brakes.

"No, no, Señor. *No esta peligroso. Mi*

"Damned ingenious these Mexicans. They have so little they learn to repair with nothing."

"LTD tiene solo tres frenos por dos años."

Thanking them I drove to Cabo San Lucas and returned to La Paz with three brakes and "no problemas". Damned ingenious these Mexicans. They have little so they learn to repair with a little bit of nothing.

So this morning I drive to the laundromat. I must have looked funny walking into



the lavamatica with my laundry. You see, all of my shorts were dirty except one pair that I had soaked in a bucket of laundry detergent and water on deck for three days. When they were rinsed in salt and then fresh water they came out beautifully clean, almost new looking. Nevertheless when I put them on to wear to town the fly zipper was so corroded that it broke. *No problema*, I thought. I will wear my swim trunks to the laundry and

motor repair place, and then change to clean shorts when I pick up my laundry. But then I would have no pockets to carry my wallet, cigarettes, keys, etc. So I slipped my clean shorts, sans fly zipper, over my dark blue swim trunks.

Walking into the lavamatica I held the laundry bag in front of me. But going out I must have shown what looked like a great expanse of dark blue pubic hair. I got a lot of startled stares. No matter. We gringos always look funny to the locals anyway.

A huge bag of laundry including towels, sheets, etc. can be left for washing, drying, folding for 500 pesos (\$2.50). They do a beautiful job and tell you to come back for your laundry in an hour.

At the outboard motor junkyard I am impressed with the *mechanico*. He does all the things I had done two days before. He checks for spark and tries to start it. It won't start. He dribbles gasoline into the sparkplug hole, replaces the sparkplug and tries to start it. It won't start. Then he checks the compression with his finger in the sparkplug hole. It must have had low compression because he removes the cylinder head and shows me a crack in the head gasket.

"This is the problem, Senor. Your motor will not start because the cracked head gasket makes low compression."

I nod my head and smile. He installs a new head gasket, replaces the cylinder head and tries to start it. It won't start. He gives me a puzzled look because everyone knows that if a gas engine is getting spark, gas, and compression it should start.

I'm sitting there in the heat watching all this instead of going for some breakfast, because there is one thing you learn in Mexico. If the *mechanico* tells you to come back at 4 p.m. to pick up your repaired motor, you can be sure he won't start on it until you arrive at 4 o'clock. If he says it will be ready *manana*, we cruisers have learned that *manana* down here does not mean tomorrow like it says in the dictionary. It only means "not now". When you return the next day he will tell you it will be ready *manana*.

So I sit there and watch while he replaces the capacitor, cleans and adjusts the points, reassembles it and tries to start it. Guess what? It won't start. Then he dismantles the carburetor, cleans the sticking float valve, replaces the carburetor gasket, reassembles it and it won't start.

He is getting pretty discouraged by now. I know how he feels. I go down to the corner

store and bring us back two Pepsi colas because it is hotter than stink there in the mid-day shade. He finally takes the flywheel off again. (This is the third time.) He replaces the high-voltage ignition coil, reassembles the engine and, *viola*, it starts right up! I grin,



Running errands on a typical day in La Paz.

he smiles then lubricates all the joints and adjusts the speed controls.

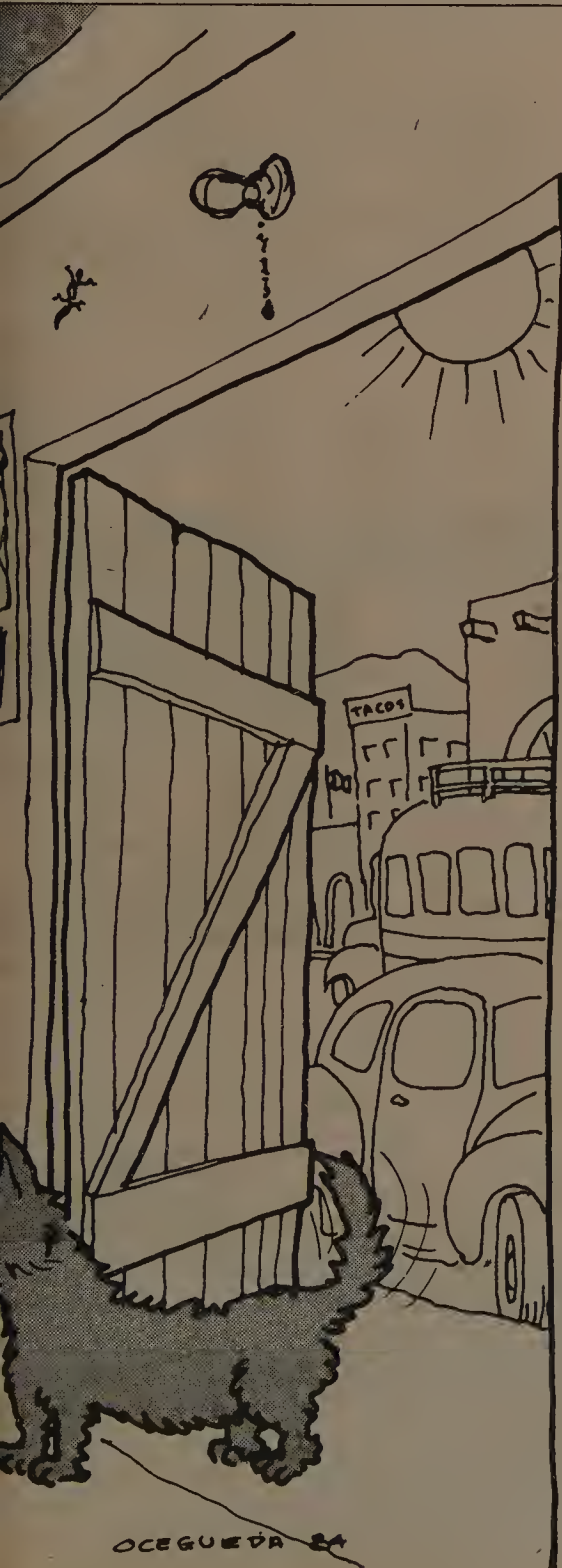
"*E s lista*" he beams and charges me 2500 pesos (\$7.50) for three hours work, two gaskets, a capacitor, a high-voltage coil, and a new pull cord. Fifteen hundred pesos is a day's wages for a local here. He's happy, I'm happy. You can't beat the price.

Motor fixed, I pick up my laundry, change to a clean pair of shorts — with zipper — and drive to the office of the Port Captain to check the mail. There are some 350 pieces of mail in the box at the port captain's. You must look through all of the stacks each time because they are continually being shuffled by the other yachties while searching for their mail. Some of the letters are over three years old.

Finding nothing for me, I am about to leave when the assistant port captain hands me a small stack of about 15 letters.

"It's new," he says.

I think, "Oh boy, the package of mail my son forwarded to me 13 days may have arrived." But still no mail for me, so I will



A TYPICAL CRUISER'S DAY

return in a couple of days and sort through the 350 pieces of mail again.

By this time it is 1:30 and having had only a cup of coffee and the Pepsi, I'm ravenous. I didn't dare leave the *mechanico* even long enough to get breakfast or my motor would be ready "*manana*". So I stop at the coffee shop beside the big CCC market and eat a bowl of fruit, a hamburger with fries, and a beer for 450 pesos.

I had hoped to return to the boat in the afternoon to do some work, but now it is 2:30. I am to pick up my new windscoop about 5 o'clock so it doesn't seem worth while to make a round trip to the boat.

I will visit with Nancy and Margurita at The Pad. Margurita and Nancy are two ex-yachties who jumped ship and rented a beautiful apartment overlooking La Paz harbor. It is known as The Pad. They keep the fleet exchange library and every Sunday afternoon from 3 to 7 p.m. hold open house where the yachties gather to gossip and swap sea stories which always begin — "No shit, there we were at sea in the middle of the howling gale . . ."

After a nice chat and a few games of backgammon I leave at five o'clock to pick up my new windscoop at the tailor's, buy half a roasted chicken (300 pesos) for my next two dinners, and return to the boat. It hasn't been a bad day, as days go, but a long one. I will be happy to relax in the cockpit, martini in hand, and watch another of La Paz's magnificent sunsets. Sunset is about 6:45 and I can just make it. Dreamer!

Today is Monday. Saturday afternoon I had taken my old delapidated windscoop, complete with 15 patches of duct tape, to the tailor. I asked him to make me a duplicate using the old one as a pattern.

"No problema, Señor. Ira 1500 pesos (\$7.50) y lista a las cinco en la tarde, Lunas," he assured me.

Will I never learn? When I arrive at 5:15 he says, "*Momentito, Señor, momentito. Retorna en una hora. Ira lista.*"

I shrug, reluctantly giving up the martini at sunset, and think I can at least use the hour to do a little shopping, pick up my half a roasted chicken and get back to the boat at dusk. I have been up since 0630 when I caught the Amateur Radio "Sunrise Net" for all the cruisers in the Sea of Cortez. Now I'm getting a bit tired what with sweating in all the heat while watching the *mechanico*.

When I get to the roasted chicken place it's closed. Oh well, even though it is a little early for dinner I will go to the Peninsular Restaurant

where I can have their Comida Corrida. For 300 pesos (\$1.50) it is quite a meal. They bring you a large bowl of delicious beef and vegetable soup, a cold rice salad with pickled vegetables, and a huge plate of pork ribs that have been simmered in the mouth-watering sauce. And, a chili relleno and refried beans. They finish off with a little cup of fruit-flavored jello. My saliva is oozing just thinking about it. I order a beer and a Comida Corrida.

"No Señor. Esta termina," the *mesera* says.

I ask why, because I have had the Comida Corrida as late as eight in the evening.

She shrugs and says, "*Esta termina.*" Well, that's Mexico.

I don't want to spend three dollars for din-



Checking the mail — again — at the Port Captain's in La Paz.

ner again tonight so I settle for a half a charcoal broiled chicken from Super Pollo (still 300 pesos). I don't like it as well as the roasted chicken, but it will have to be dinner for the next two nights. Little did I know.

Returning to the tailor at six o'clock I find he is just starting to cut the material using the old windscoop as a pattern. He works diligently while I sit on his doorstep and talk to him about his family and his visit to Los

Angeles — except for breaks when he stops to talk with visiting locals. He has a shop near the center of town and gets plenty of walk-in traffic. Not for business, you understand, but just to pass the time of day.

Hot during the day, La Paz cools down in the evening. After siesta the businesses open again until 8 o'clock. Half the town turns out to stroll the streets and visit with the shop keepers. It is really a nice time of day.

There is no sense in getting upset. I just sit there and try to improve my Spanish by listening to the local gossip during the almost constant interruptions, occasionally explaining what this weird thing the tailor is making for the crazy *gringo*. Finally after 8 o'clock he is finished.

"Es lista," he beams holding it up proudly.

I compliment him on his workmanship, pay him 1500 pesos, and head for the dockside after a stop for a bag of ice.

When I reach my inflatable dinghy I find that one side is partially deflated. It would be difficult to row to the boat with the dinghy in that condition, but with my newly repaired Evinrude I should make it okay. The pump to inflate the dinghy, of course, is on the boat.

Because I never wear them on the boat, I keep a few clean clothes for evening in a valise in the bashed-in trunk of the car. With both car doors open for unloading I have my head in the trunk sorting the laundry to put my land clothes in the valise. Perro Blanco and his two companions see me and trot over.

These are three crazy-looking dogs that have adopted the marina for their home and feeding ground. Perro Blanco is a friendly all-white mongrel with the body of a hound and the legs of a dachshund. It is a shock, until you get used to it, to see many of the Mexican dogs with short legs. I've seen pointers, setters, retrievers and even labradors running around with their bellies just clearing the ground. Some mighty horny and determined dachshund must have travelled Mexico a long time ago.

Finished sorting my laundry I look up to see Perro Blanco with what appears to be a chicken breast in his mouth. It doesn't register at first. Where did he get that? I am thinking. Then the light dawns. I check the front seat. Sure enough Perro Blanco with his keen nose and short legs has climbed up on the front seat and helped himself to half of my half a chicken. Out of a plastic shop-

ping bag yet! At least he left me half of my two night's dinners.

I shoo the dogs, close the car doors and after mounting the outboard, finish loading the dinghy. The outboard lists a little to starboard, toward the side that is deflated, but it will be alright until I get to the boat and the airpump.

I must make a round trip because NOA Yachts prohibits us from parking in front of the dock overnight and I must move the car.

The Evinrude starts first pull. What a nice feeling. At the end of the dock, which is about a third of the way to the boat, it quits! I hang on to the dock with one hand and try to start it. It won't start. I unscrew the low-speed control valve and find no gas in the carburetor. Did I forget to open the fuel valve? No, the float valve is sticking again. To free it, I must disassemble the carburetor when I get to the boat. But not tonight with the wind blowing up a chop and the boat

rolling. *Manana!*

So here I am pulling mightily on the oars against the wind and current with the Evinrude on the stern getting another free ride at my expense.

"Manana does not mean 'tomorrow', it means 'not now'."

At the boat, with another round trip to make to move the car, I'm lower than a clam's clavicle. I feel like leaving the car where it is. Nevertheless the world looks a lot better after two drinks of the excellent Mexican rum (Ron Castillo Imperial, 800 pesos)

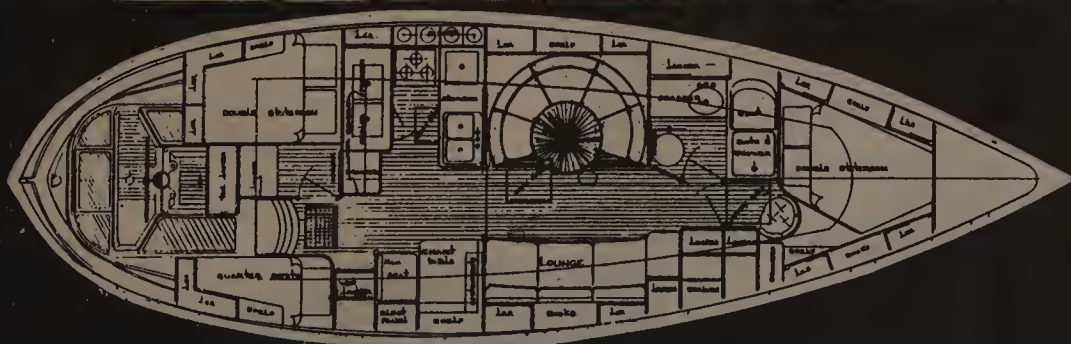
(\$4 a quart) and a dinner of corn tortillos and my 1/4 chicken. At least Perro Blanco left me my favorite dark meat.

I pump up the dinghy, row to shore, and move the car. While I am here I might as well go to the Mezzanine of the Gran Hotel Baja and say goodbye to the three beautiful ladies who are going back to Newport Beach tomorrow morning, and dance to that great band.

As days go it has not been a bad day. I just tried to schedule too much in one day. For a good cruising life I should have taken the laundry, repaired the outboard and picked up the windscoop on three separate days. But all the clothes were dirty, the outboard was down and the last two nights it was hot in the bunk without my windscoop. The Coromuel breeze that usually cools La Paz on summer nights failed to show on the only two nights I was without my windscoop.

Gee, I wish I could find another intelligent, compatible lady to share with me this wonderful, relaxing, sometimes frustrating, but always fascinating life on the Sea of Cortez.

— vern rathfelder



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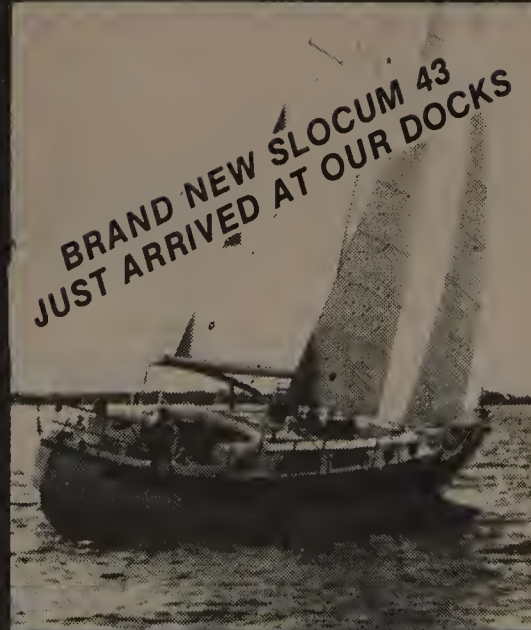
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GOLDEN GATE

When the oil tanker *Puerto Rican* blew up in San Francisco on October 31, it was big news. It continued to be front page material through the month of November as the ship was towed out to sea, broke up, partially sank, spewed oil onto the beaches, became one of the great political footballs of the year and finally, was towed back into the Bay to be pumped empty. In the minds of some environmentalists, the wreck of the *Puerto Rican* may have been the big news of the year. But in the big picture, as wrecks go, the *Puerto Rican* was about as newsworthy as one more gallon of water under the Gate in a spring flood.

On a clear day, when the tide and the sea cooperate, a casual observer can catch a glimpse of some of the tips of an iceberg of sunken ships that litter the entrance to the Golden Gate. In Tennessee Cove, part of the engine and drive mechanism of the steamer *Tennessee* juts up from the sand. On Ocean Beach, the bones of the *King Philip* or the *William L. Beebe* or the *Nep-tune* or the nearly two dozen other wrecks attract the curious. From Lands End you might catch a glimpse of the stern post of the *Frank H. Buck*, the boilers of the *Lyman A. Stewart* or *Ohioan* or the twisted remains of the *Coos Bay*. In fact, if the water could somehow magically be removed from the area from Pt. Reyes to Half Moon Bay, the 162 ships lost there since 1775 would make the place look like either a gimongous ship's wrecking yard or a gimongous historical treasure trove, depending on your bent.

Juan Manuel de Ayala, aboard the *San Carlos*, is generally regarded as the first ship-borne European to visit San Francisco Bay.

He was also nearly the first of 165 ships to date to be wrecked within its boundaries, bumping a rock as he exited the place after several weeks of exploration in 1775. For the next 60 years or so, not many ships wrecked in or near San Francisco for the simple reason that not many ships had reason to come here.

Shipping, and shipwrecks, began to increase in the 1830's when a small hide drogher's post called Yerba Buena opened and began a brisk trade in hides and tallow. It was not really until the discovery of gold, though, that shipping in the area got into full swing. Traffic went from a handful of ships to 775 in 1849 alone. By 1860, the bustling city of San Francisco, gateway to the gold fields, was the 12th largest city in the nation.

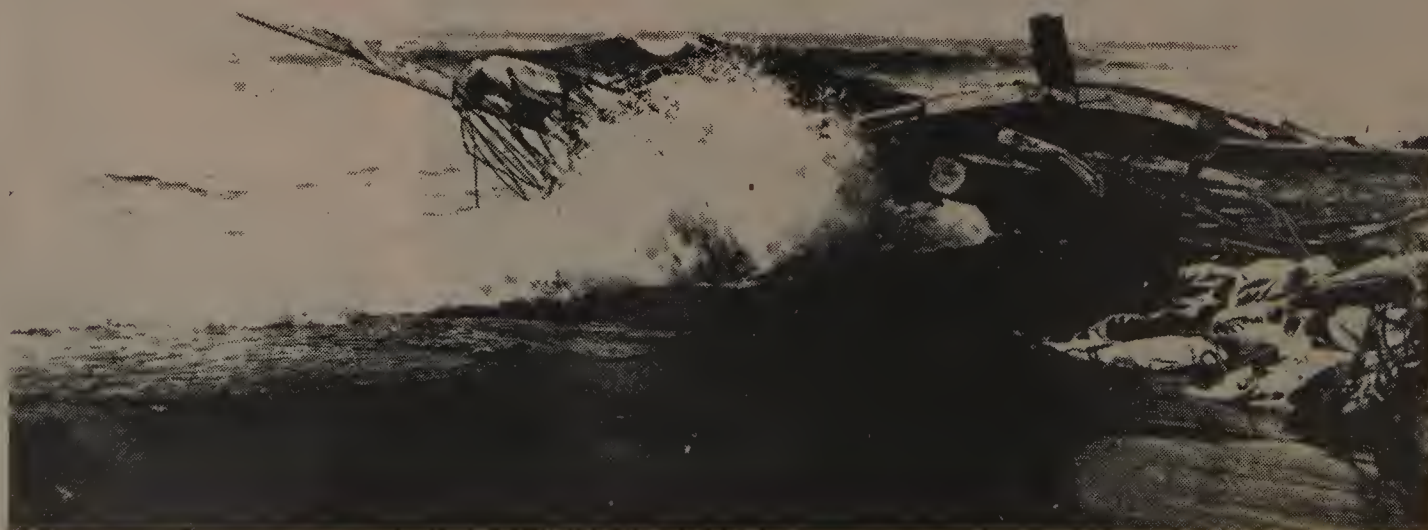
Were it not for the catchy nickname attached by the gold seekers, the Golden Gate might well have been called "Hell's Gate", for it was — and still often is — one tricky piece of navigation. In the early years, aids to navigation were few and far between — between the fogs, storms, currents, tides and treacherous coastline, that is. Sailing ships had the additional problem of dealing with contrary winds, or worse — not enough wind. In the days before auxilliary power, calms probably claimed as many sailing ships as did any other factor.

Wreck-wise, though, all the invention of the steam engine did was eliminate some

The remains of the whaler 'Atlantic' on Ocean Beach.



of the causes of wrecks, not really decrease their frequency. Although steamers didn't worry as much about times of little wind, or how their anchors might hold while waiting for it to fill in, they still had to deal with those big seas, currents and fog, and even experienced pilots sometimes had trouble keeping the influences in their proper



NATIONAL MARITIME MUSEUM

SHIPWRECKS

what happened to the whale.

Certainly the most unusual shipwreck story of the Golden Gate involves two ships, the *Lyman A. Stewart* and the *Frank H. Buck*. The *Frank H. Buck* was built at San Francisco's Union Iron Works in 1913 for the Associated Oil Company of California. The 408-ft steel-hulled tanker, although small by today's standards, was "the largest oil tank steamer flying the American flag" in her day. Within months of her launching in 1914, the keel was laid for her sistership, the *Lyman A. Stewart*.

Built within a year of each other, and virtually identical in appearance, the *Buck* and *Stewart* went their separate ways after launching. The *Stewart* had a mostly uneventful career plying the west coast of the Americas, while the *Buck* was sent around the world as the company's flagship. During

Left, the explosion-wracked 'Puerto Rican'. Below, in her last days, the 'Reporter' served as a billboard for local merchants.

COURTESY PAUL GARDNER, U.S. COAST GUARD



perspective.

In fact, a pilot was on the bridge of the 370-ft passenger liner *City of Rio de Janeiro* when she struck a rock outside the Gate in dense fog in 1901. The ship immediately sounded a distress signal, but such was the damage that the *City of Rio de Janeiro* sank within minutes, whistle blaring, taking about 130 people down with her. Only a handful plucked from the cold water by the lifesaving service survived the worst maritime disaster in San Francisco history.

Not all shipwrecks were so grim; some were almost even funny. A Captain Lindstrom, for example, was crossing near the entrance to the Bay in 1910 when he ran his tug smack into a dead whale that had drifted in. It seems this particular whale had been dead for some time, because reports indicate that the crew of the *Crowley II* "were bowled over by the stench". To compound matters, Lindstrom couldn't seem to extricate the tug from the carcass, which was drifting rapidly toward shore. Both *Crowley II* and the whale ended up out of their element as a result of the encounter. But the tug was not a permanent statistic. It was refloated and saw many more years of duty. Reports don't indicate

NATIONAL MARITIME MUSEUM



GOLDEN GATE

the World War I, the *Buck* gained even more notoriety when she sank a German U-boat with a deck gun. After the war, she returned to the Pacific Coast.

The *Stewart* met her demise shortly after World War I. On October 7, 1922, in fog, the outbound *Stewart* collided with the

ley's *Believe It Or Not* books. The entry read, in part: "Two Sister Oil tankers, the *Lyman A. Stewart* and the *Frank H. Buck*, were built from the same plans by the same

shipbuilders with the same dimensions and horsepower and both met their doom in the same manner, under the same conditions and in the same spot!"

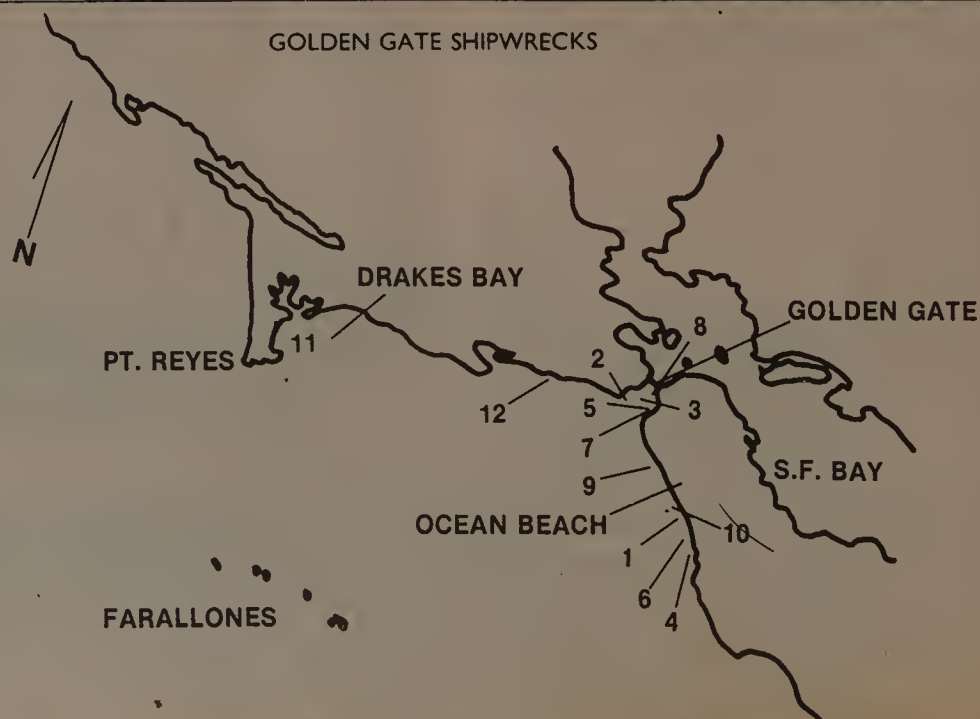


NATIONAL MARITIME MUSEUM

The 'Lyman A. Stewart' off Lands End, 1922. The Golden Gate, sans bridge, is in the background.

freighter *Walter A. Luckenbach* and began sinking rapidly by the head. The *Stewart's* captain ordered the ship abandoned and, pumping oil out as fast as possible to lighten the ship, tried to beach the *Stewart* near Lands End. He was partially successful. Rocks ripped what remained of her flotation away and the *Lyman A. Stewart* settled within a stone's throw of the rocky shore.

Fifteen years later, May 6, 1937, in fog, near the entrance to the Golden Gate, the *Frank H. Buck* collided with the liner *President Coolidge* and began to sink rapidly by the head. Spewing oil in a bizarre and not-so-instant replay of her sistership's mishap, the *Buck* beached within 200 yards of the remains of the *Stewart*. The two ships eventually found their ways into one of the Rip-



As long as we're dealing with out-of-the-ordinary wrecks, the two-masted coasting schooner *Parallel* deserves mention.

Parallel was a carbon copy of a hundred ships that plied their trade off the coast in the late 1800's, and she'd doubtless be lost in the same obscurity of her sisters were it not for

her spectacular demise. The *Parallel* cleared the Gate in January of 1887 with a cargo of hay, pig iron, kerosene, oak planks — and 42 tons of gunpowder. She immediately encountered heavy winds and big seas, and fought for sea room for three days before her captain and crew realized that the battle was

THE GOLDEN GATE'S GREATEST HITS

| NAME | TYPE | BUILT | LOST | REPORTED CAUSE | COMMENTS |
|----------------------------------|----------------|------------------------|--|--|---|
| 1. <i>Atlantic</i> | Whaling Bark | 1851, New Bedford, MA | December 16, 1851 Ocean Beach | Heavy swell, no wind | Of 43 aboard, only 11 survived. Heavy seas and souvenir hunters quickly cleared beach of wreckage. |
| 2. <i>City of New York</i> | Steamship | 1875, Pennsylvania | October 26, 1893 Point Bonita | Fog, strong currents | Despite efforts to free her, <i>City of New York</i> lay wedged tightly among rocks below Pt. Bonita until winter storms broke her up. Occasionally visited by sport divers, the ship is one of those being studied by Park Service archeologists. |
| 3. <i>City of Rio de Janeiro</i> | Steamship | 1878, Pennsylvania | February 21, 1901 Near Golden Gate* | Fog, pilot error | Worst wreck in area history. About 130 people drowned. Neither the <i>City of Rio de Janeiro</i> nor the "fortune" rumored to be aboard have ever been found, though scores of salvors have searched for the wreck through the years. |
| 4. <i>Cornelius W. Lawrence</i> | Revenue Cutter | 1848, Washington, D.C. | November 25, 1851 Ocean Beach | Strong currents, heavy seas; anchor cable parted | The <i>Lawrence</i> belonged to the U.S. Revenue Service, forerunner to the Coast Guard. An ongoing effort is being made to locate the remains of the <i>Lawrence</i> , from whose lines the battleship <i>California</i> was modeled. |
| 5. <i>Frank H. Buck</i> | Oil Tanker | 1913, San Francisco | March 6, 1937 Lands End | Fog, collision | Circumstances and location of wreck were eerie replay of sistership <i>Lyman A. Stewart</i> 's end. Triple expansion steam engine and tempest can still be seen protruding from the water at times. |
| 6. <i>King Philip</i> | Clipper | 1856, Aina, Maine | January 28, 1878 Ocean Beach | Current, lack of wind | Generally considered to be the best preserved wooden shipwreck on the West Coast. <i>King Philip</i> was the subject of an intensive field study when storm waves uncovered her in 1983. |
| 7. <i>Lyman A. Stewart</i> | Oil Tanker | 1914, San Francisco | October 7, 1922 Lands End | Fog, collision | The sinking <i>Lyman A. Stewart</i> caused one of the Bay Area's worst oil spills. The hull, soon shattered by heavy seas, was joined 15 years later by the <i>Stewart</i> 's sistership, <i>Frank H. Buck</i> . Engine still visible at times. |
| 8. <i>Ohloan</i> | Freighter | 1914, (city N/A) | October 7, 1936 Point Lobos | Fog | <i>Ohloan</i> struck rocks at Point Lobos so hard that "sparks from the steel hull illuminated the night sky". After salvage, the ship remained intact for months and became quite a tourist attraction. |
| 9. <i>Parallel</i> | Schooner | N/A | January 16, 1887 Ocean Beach | Heavy wind and sea | A cargo of gunpowder exploded as ship pounded against rocks. The blast damaged nearby Cliff House and destroyed the ship completely. |
| 10. <i>Reporter</i> | Schooner | 1876, Port Ludlow, WA | March 13, 1902 Ocean Beach | Navigational error | Remains of <i>Reporter</i> were found mingled with those of <i>King Philip</i> during a survey of the latter in 1983. When she first went aground, <i>Reporter</i> remained intact long enough to become such an attraction that merchants attached advertising to her. |
| 11. <i>San Agustin</i> | Galleon | N/A | November, 1595 Drake's Bay | Caught in exposed anchorage | Evidence of the <i>San Agustin</i> still turns up from time to time in the form of porcelain shards. Some conjecture that some of the shards are from Sir Francis Drake's ship that may have been lost in the same area. |
| 12. <i>Tennessee</i> | Sidewheeler | 1848, New York | March 6, 1853 Tennessee Cove | Fog, strong currents | Crew and passengers saved by quick action of the captain, who avoided nearby rocks to beach <i>Tennessee</i> in the sandy cove that today bears her name. One of the ships being studied by Park Service archeologists. |

* Exact location not known.

GOLDEN GATE SHIPWRECKS



NATIONAL MARITIME MUSEUM

lost. As the ship drifted rapidly toward the rocks at Pt. Lobos, Captain Miller and his eight crewmen jumped in the longboat and started rowing for all they were worth for the opposite shore.

Parallel came to a grinding, bumping halt directly below the Cliff House, and rescuers were soon lowering themselves down the cliff to her lurching decks. Puzzled by the absence of crew, and not aware of the contents of the cargo, the rescue party left two watchmen onboard to guard the ship until morning. Just after midnight, though, the ship literally disintegrated in an explosion so powerful that it ripped off the north half of the Cliff House and threw debris several hundred yards in every direction. Amazingly, the two watchmen were found, battered but alive, clinging to the rocky cliff.

From an archeologists standpoint, probably the most important wreck of the Golden Gate — simply because so much of it survives — is that of the medium clipper *King Philip*. The *King Philip* was being towed out the Gate, into light winds but big swells, in 1878 in the company of the ships *Western Shore* and *Don Nicholas*. Soon after *King Philip* cast off her topline and set her sails, the hawser on *Western Shore* parted, killing her captain and putting the ship in danger of grounding. *King Philip's* tug went immediately to her assistance, leaving the *Philip* slatting in the breeze, and beginning to drift toward shore herself. To make a long story

The wreck of the 'Ohioan' in 1936 was so popular that extra cable cars were put into service and postcards, like the one above, were big sellers.

short, the tugs saved *Western Shore* and lost *King Philip*, which came ashore on Ocean Beach about 2½ miles below the Cliff House. After the ship was salvaged, it disap-

The ship disintegrated in an explosion so powerful that it ripped off the north half of the Cliff House and threw debris in every direction.

peared quickly in the shifting sands.

While most of us grinned and bore the brunt of El Nino and the winter storms of the last three or so years, they have been a great boon to marine archeology in the Bay Area, exposing, among other wrecks, the bones of the *King Philip* on Ocean Beach. National Park Service archeologists and historians were able to do an extensive and lengthy survey of the wreck before the beach claimed it again. What did they find?

"*King Philip* is now considered to be the

most intact wooden wreck on the West Coast," says National Park Service historian Steve Haller. He goes on to explain that a shipwreck is a time capsule from which a wealth of information can be gleaned: construction techniques and materials, design evolution, even how the seamen of a particular era 'lived.' "We're in the middle of history being made," he says. "And a shipwreck like the *King Philip* helps to put that history in perspective."

Haller, his colleagues and a number of hardworking volunteers are currently involved to varying degrees in the study of four particular wrecks in addition to the *King Philip*: the *City of New York*, *Cornelius W. Lawrence*, *Reporter* and *Tennessee*, as well as in the compilation of a historical overview of all 97 known wrecks within the boundaries of the Golden Gate National Recreation Area. The latter was the subject of a special presentation that ran through the end of November at the National Maritime Museum, and many artifacts recovered from wrecks will remain on permanent display.

For the lay historian, perhaps the most important point aspect of giving the commercial shipwrecks around the Golden Gate more than a casual look is in the message that the area can be dangerous to your health if you don't treat it with the utmost respect each and every time you go out. As the man used to say, "Let's be careful out there."

— latitude 38 — jr

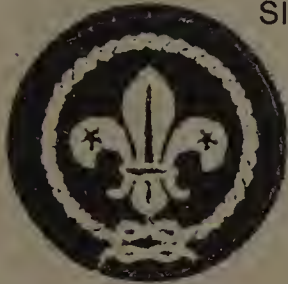
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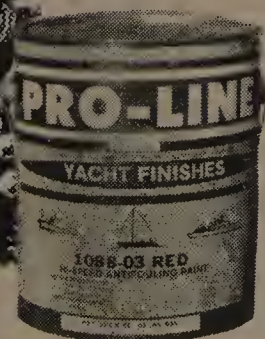
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SANTA CRUZ

It's not too hard to figure why Santa Cruz County was one of four in the state of California that voted Democratic in the recent Presidential elections. Laid back hippies, remaining vestiges of the counter-culture and all that. But if you took a look at what's going on with several of the area's major boatbuilders, you might think they've hot wired themselves to the Reagonomics bandwagon. On a recent tour south we discovered the joint is jumping with new boats and plenty of orders to keep the shops humming through 1984 and into 1985. If the President can deliver four more years of this kind of prosperity, they might be seeing more elephants in Santa Cruz during the next election.

Known for the last decade as the home of the Ultra Light Displacement Boats (ULDB), Santa Cruz continues that tradition. With easy access to the long ocean swells and

Santa Cruz boatbuilders have hot-wired themselves to the Reaganomics bandwagon.

steady summer breezes of Monterey Bay, this area gave birth to such legends as *Merlin*, the slender 67-ft Bill Lee sloop which has set elapsed time records all over the Pacific Ocean. *Grendel*, the 24-ft screamer that George Olson created and that Ron Moore later modified into the Moore 24, is perhaps the oldest production ultralight still enjoying brisk trade.

Currently the hot numbers include a Bill Lee Santa Cruz 70, Ron Moore's new winged 30-footer, George Olson's compact Olson 25 and Terry Alsberg's Express 37, a larger version of his very successful Express 27. All the shops making the above are jammed to the gills with these and other boats, with talk of expansion and increased production. It could be the trickle down theory is really working!

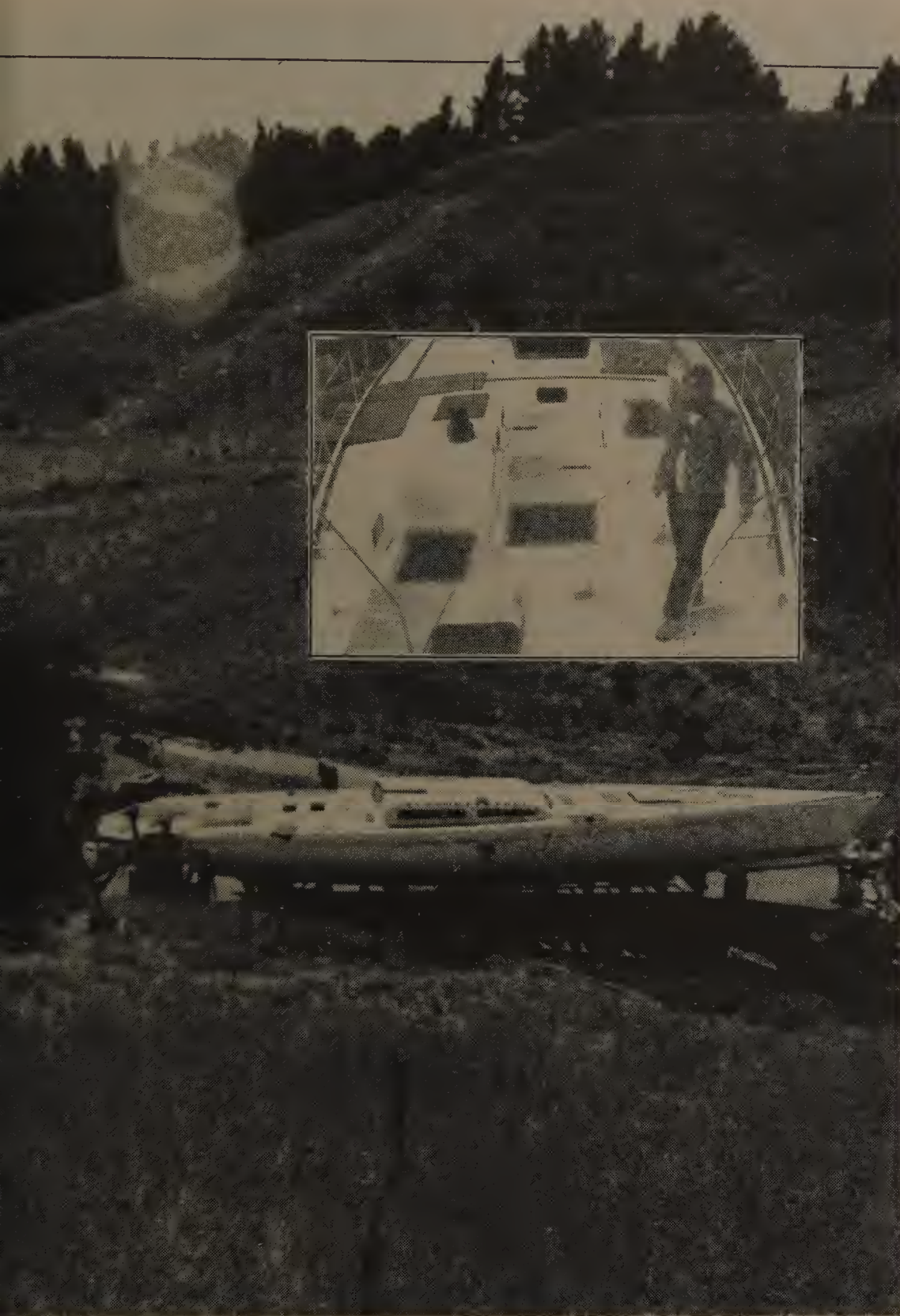
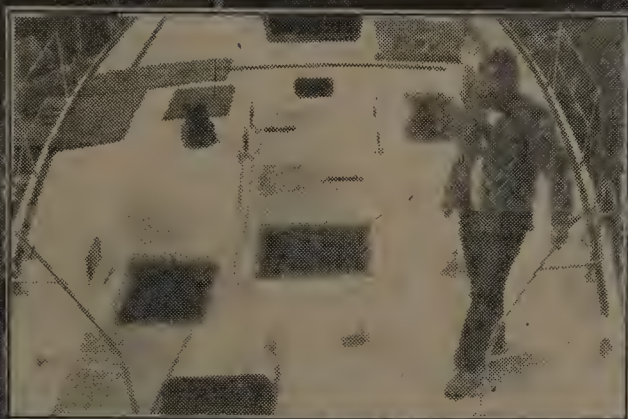
Up in perhaps the most famous converted chicken coop in the world of yachting, Soquel's Bill Lee has one SC 70 out the door already, perched carefully over the side of a hill. The long, white hull with its blue boot stripe looks incongruous in the verdant,

PETER COSTELLO

pastoral setting. For those familiar with Lee's former efforts, including *Merlin*, the Santa Cruz 27, 40 and 50's, though, the "Fast is Fun" imprint is unmistakable. More flat bottomed than the deep-v'd *Merlin*, the 70 has a powerful hull shape designed to satisfy both the rules governing the Los Angeles to Honolulu TransPac and still be the first to finish in the biennial classic. There are two other 70's working their way through the construction process indoors, and all three are scheduled to be on the starting line next July 4th off L.A. Harbor.

Next to the chicken coop are Lee's offices, a large trailer fronted by a wooden deck overlooking the town of Soquel and Monterey Bay to the west. Inside, the impish Lee, always one to carefully husband his time, channels visitors in to see Robin Mair, the full bearded South African who recently joined the project to work on engineering various parts of the 70 and draw up finalized plans. Each boat is being customized to fit the individual owners' tastes, and Mair sees to it everything will fit together properly. He has been around the Santa Cruz scene for a





There was a farmer who had a shed, e-i-e-i-o; and in that shed he made fast boats, e-i-e-i-o! Inset, Bill Lee and his new Santa Cruz 70.

while, having worked at Bob Thomsen's C&B Marine for two and a half years and on his own as well.

Mair explains that the first 70 is due to be launched by the end of November, with the other two following behind in one month intervals. Hopefully that will allow them to shakedown in the March 9 Newport to Cabo San Lucas race. A favorable opening showing will no doubt bring in orders for more

70's, although with a building cycle of seven to eight months it would be almost impossible to get another one in the upcoming TransPac.

Can the SC 70 beat the legendary *Merlin's* blistering 1977 TransPac record of eight days and 11 hours for the 2200 mile race? Mair says the potential is there, although the 1983 rule change which forced all entries to measure 70.0 feet under the IOR rule (*Merlin* rated in the 90.0's on her

record run) has hurt. "In a blow," he says, "the 70 will be great. It's heavier and stiffer than *Merlin*, but has the same waterline length." Besides each other, the 70's will face stiff competition from several other 70.0 raters. Among them are a reported four or five Nelson/Marek designs from Southern California and the 1983 first-to-finish Holland 67 *Charley*. The spectacle of up to ten maximum raters racing balls out for line honors this summer is sure to create plenty of excitement!

Being able to withstand the stresses of such a high speed chase — breaking *Merlin's* record would require averaging almost 11 knots! — is the first hurdle. The 70's are balsa cored with bidirectional fabric on the outside and graphite inside. There's a collision bulkhead up forward for safety and to keep the front end light.

The keel designs differ among the three boats, and details are hush hush. The elliptical rudders may be a tipoff, however. Current thinking in the yacht design world is that rounded blades are less vortex-inducing than the squared off edges that have been in vogue up until now. "How many mammals do you know that have square fins?" asks



A surrealistic view of the new Moore 30, designed by Gary Mull.

Mair.

Keeping the rudder in one piece is also another crucial element. In 1983, *Charley's* chief TransPac rival, the Nelson/Marek 68 *Saga*, had to drop out due to a faulty rudder. This area of the boat has always been one of Lee's strong points. The 70's will sport titanium shafts with stainless steel stringers and a graphite shell. The lower shaft will rotate on

SANTA CRUZ

a \$500 Harken ball bearing ring and should be able to withstand up to 25,000 pounds of pressure. Fast may be fun, but it also requires beef in the right places!

At \$425,000 without sails, the SC 70 isn't your average family yacht. Curiously enough, though, the first one is going to the Moniz family of Honolulu. They campaigned the Santa Cruz 50 *Acey Duecy* last year. John Landon of Southern California has his money down for the second 70, and he traded in his SC 50 *Kathmandu* as part of the deal. Number 3 is going to a syndicate from the King Beach/Redondo Beach area. As John Romero, one of Lee's talented work crew puts it: "You get one of these because you want to finish first and watch everyone else come in after you!"

"Moore's Reef," the four-acre yard



The new Olson 25 bears a strong, if foreshortened, resemblance to the five foot longer Olson 30.

once inhabited by aged and decaying boats surrounding Ron Moore's shop and offices, is changing its look. Instead of weatherbeaten wooden hulls, there are several attractive fiberglass sloops poised on trailers. Some are there for repair, others traded in for new boats. The place looks like a boat shop that's on the move, not one weighed down by remnants from the past.

There's also a new look to Ron's venerable Moore 24, the stout and sturdy fractional rigged sloop with the vivacious underbody (at least to one who prefers Sophia Loren to Christie Brinkley). Instead of the flush deck which topped the boat for over a decade, it

now sports a spiffy little cabin top. "It only adds six inches of headroom," says Martha Lewis, Ron's energetic wife and partner, "but it makes a big difference down below. Women like it much better, and the increase in sales is unbelievable!"

In order to maintain the one design integrity of the class — Moore 24's have long enjoyed boat for boat racing in Santa Cruz, on San Francisco Bay and in Lake Tahoe — little else of the boat was changed. Using a lighter, knitted fiberglass cloth than the traditional woven fabric, Ron is also able to add another layer. The hull weight comes out the same as before with the advantage of being stronger.

But the Moore 24 isn't foremost on Ron and Martha's minds. After an attempt to get a 37-footer designed by Tom Wylie into production — "I only had two serious offers," says Ron — they've hit upon a 30-ft Gary Mull creation that will sprout wings. Weighing less than a Moore 24, the Moore 30 is designed to take the ULDB concept a step further. The wings, a concept which has been used on European lake boats, gives the crew more leverage in keeping the boat upright. You can also add more sail area to further boost your horsepower.

As the fact sheet for the boat points out, this is basically a ballasted dinghy "not intended for extended offshore racing or ocean going passages." On any relatively protected body of water, however, it should be a real rocket ship. "We think it's one of the most novel boats to come along in years," says Martha.

Production of the molds started in mid-November, with the first one due at the end of March. Eight have already been sold, including three in Northern California and five down south. After the first two are done, Ron wants to have a North/South challenge with rock stars sailing the boats and a big fanfare. By the end of 1985 they hope to put on a major fleet regatta as well.

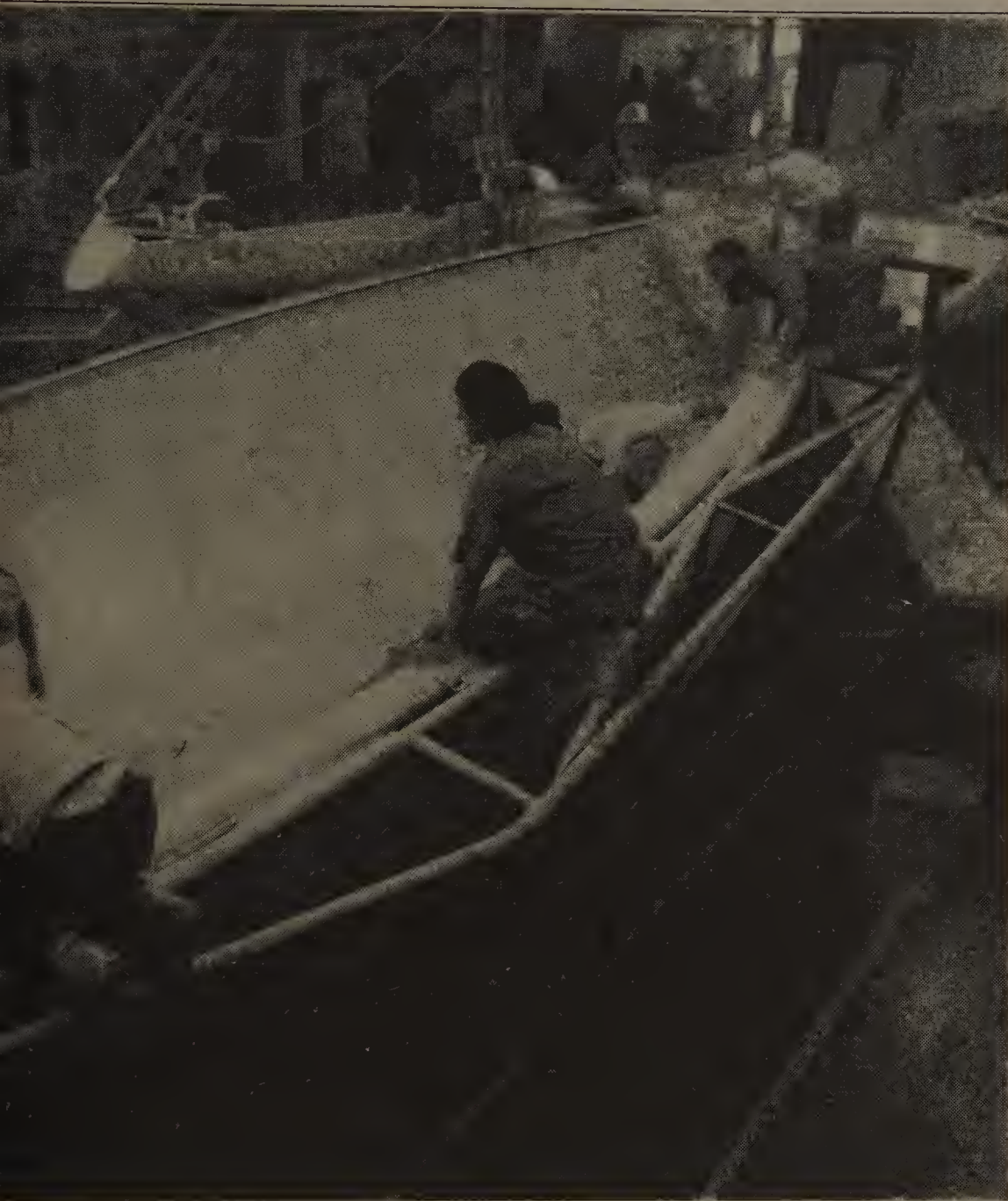
While strictly one design, the Moore 30 will have accommodations down below, including settee, pipe berths, v-berth option and nav station. Martha expects some business from those who own bigger boats and want something just to bomb around in. The boat will also be trailerable — the wings fold up, shrinking the 14-ft beam to eight feet.

The rustic settings of the Lee and Moore



operations are sharply contrasted by Terry Alsberg's 15,000 foot commercial facility just off Santa Cruz's 17th Avenue. While lacking the charm of a chicken coop, the home of the Express 27 and its new big sister, the Express 37, is nevertheless cackling with activity. In fact, since completing the first 37 last June, Terry has had to expand vertically, building 1,300 square feet of lofts for the wood working and glass cutting operations.

"We've decided we want to be one of the big guys in this business," says the handsome, clean shaven Alsberg. Their new, aggressive ads in major sailing publications and a threefold increase in the workforce certainly support that intention. Like their boat-building brethren in Santa Cruz, the Alsberg team put together a quality product — Terry apprenticed under Ron Moore before he started making the Express 27 — and there's no reason to believe the boating world won't respond favorably.



Getting ready to lay down the vacuum bag for an Express 37 at the Alsberg Brothers Boatworks.

There are already 85 Express 27's out there sailing, with two more coming each month. They've established themselves as fast and fun. Perhaps one of the best examples was Gary Clifford and Jonathon Livingston's amazing run in last year's San Francisco to Kauai TransPac aboard *Light'n Up*. In the first four days they covered 1,100 miles and were only 50 miles behind the 67-ft *Merlin*! They slowed down a bit after that, but still Terry could hardly believe the phone call he got from Gary 12 days after the start to tell him what a great boat he'd built.

Terry has high hopes for the Express 37 as well. Both boats were designed by Alameda's Carl Schumacher. They have

light, easily driven hulls with long waterlines. Eleven 37's were already sold before they finished the first one and hull #6 recently arrived on San Francisco Bay. The rest are distributed all over the county. The first race report Terry received was from Marina del Rey where the 37 beat such IOR thoroughbreds as the Nelson/Marek 41 *Reliance* and the Davidson 45 *Pendragon*. Not bad for starters!

With a production schedule of two smaller boats and almost three of the bigger ones a month, the Alsberg shop is not surprisingly busy. While we were there Terry let us watch as a dozen workers hustled to glue pre-cut pieces of foam to the fiberglass shell of a 37. Over this they carefully taped a clear sheet of plastic. Two vacuum hoses placed through the plastic then sucked out the air between the sheet and the foam, developing up to 1,000 pounds of pressure per square foot. This vacuum bag technique is one of the key

ingredients in producing strong, stiff hulls without having to use too much resin to hold everything in place. An inner shell of fiberglass cloth is applied later to complete the layering process.

Terry's not bashful about pointing out the high level of craftsmanship they achieve with the Express boats. Besides the glass work, there's a fair amount of wood on his boats. Several parts are now being made out of oak laminates which are bent to the final shape while being glued. This technique eliminates the need to butt pieces of wood up against each other. "You end up with a piece that's lighter, stronger and a lot more friendly to bump into," he explains.

George Olson's Pacific Boats is also right off 17th Avenue, just a short ride from Alsberg. It, too, is a modern, poured concrete facility devoid of much aesthetic allure. What comes out the front door, however, are perhaps some of the most attractive boats you could find anywhere. Considered by some to be the "godfather" of the ULDB movement, the quiet, puckish George Olson has given sailors the popular Olson 30, Olson 40 and now what appears to be another winner, the Olson 25.

Currently the 17,500 square feet of working space is largely devoted to the 25-footer, although there are a 30 and 40-footer in the works. Production of the Soverel 33 has also begun. The small boat, though, is the most

LATITUDE 38/SHIMON

If the boom continues, Santa Cruz County may even go Republican!

noteworthy at this point. Over 110 have already been sold, which means present orders are scheduled through the end of next summer!

About three dozen workers are fabricating the racer/cruiser at a rate of ten per month. It's interesting to note that much of the laminating work is being done by Cambodian/Americans. According to Dave French, general manager for Pacific Boats, there's a large pool of Cambodians in the Santa Cruz/Carmel area. Quite a few of them came to this

country with boat building experience. "They're intelligent, reliable and operate at a high level of performance," he says. Six or seven years ago there used to be a lot of surfers in the Santa Cruz shops, and when the waves were high, output was low. "We've reached the point," French adds, "where there's not much latitude for that anymore."

At 2,900 pounds, the Olson 25 isn't technically a ULDB — its Displacement/Length ratio is 125 whereas the Olson 30 has a D/L of 75. It still is light for most boats its size, however, and it appeals to both racers and cruisers. The interior, with four berths and the basic amenities, actually seems bigger than the one on the five foot longer Olson 30. "It's not your basic rocket ship," admits French, "but some of the trade off is a stiffer, drier ride upwind. So far sailors on San Francisco Bay have received the boat very well."

As with any business boom, affiliated producers often share in the goodies. For sparmaker Buzz Ballenger, that's certainly the case. For many years, Buzz produced small fiberglass boats such as Fireball and 505 dinghies, and the Mercury keel boat, in addition to masts and booms. Now, though, he's so busy turning out 25 spars a month for all the boats his neighbors are making that he's phasing out the boatbuilding operation. He and his crew of seven are also fabricating more and more stainless steel fittings and he even has hopes of installing a rod machine to handle rigging as well.

Kurt and Sue Larsen's Larsen Sails is also benefitting from the building frenzy. Their 2500 square foot loft, located in the same building as Pacific Boats, is currently working on a batch of Olson 25 sails. They have tended to gravitate to the ULDB market, although they do plenty of work on cruising and more conventional racing boats.

Not to be overlooked, although not as centrally located as they were last year, is Bob Thomsen's C&B Marine. They moved from their shop across the parking lot from Pacific Boats after completing the Burns 49 *Sir Isaac* in July. Their new digs are on the 400-acre campus of the Monterey Bay Academy. Bob says the 8,000 square foot shop is ideal, with ways for cranes, overhead beams for supporting lifting hooks, and a magnificent view of green fields and open ocean out their windows.

C&B has built its reputation on exquisite cold molded yachts, such as *Sir Isaac*, the Farr 38 *Timber Wolf* and the Herreshoff



BOB THOMSEN

schooner *Etesian*. Bob still loves that method of building boats, but realizes the market is too limited. One of his future projects is getting the 30-ft fiberglass doublender Tiffany Jane sloop into production. He built a handfull a couple of years back, but now hopes to set up a dealer network and market it more aggressively.

There are other projects at C&B as well. One is a 40-ft kit boat they're completing, and a balsa cored plywood cabin for Peter Hogg's 40-ft catamaran *Tainui*. There are bids out for several boats as well. As an added attraction to prospective clients, there's a 2,500-foot airstrip right next to the shop. "You can fly in to look at your boat being built," says Bob.

And then there's one more builder to consider. Larry Tuttle's Water Rat also moved within the last year. Larry's a transplanted Easterner who learned about making fast boats with Massachusetts's dinghy genius Mark Lindsey. Water Rat has produced almost a dozen hightech 505 dinghies over the past couple of years, as well as the radical 40-ft, multiple trapeze daysailer *Eclipse*. Pre-

The new digs for Bob Thomsen's C&B Marine at the Monterey Bay Academy.

sently they're completing a 26-ft proa catamaran that owner Mark Belvedere hopes to take to England and set a record at the Weymouth Speed Trials next fall.

Larry also specializes in rudders, centerboards and spinnaker poles. His blades got silver medals in the 1984 Olympics in both the Flying Dutchman and 470 classes. His carbon fiber spinnaker poles can be seen on such IOR racing machines as *Blade Runner*, *Strider*, and *Grey Fox*, as well as *Side-winder*, which also has a Water Rat carbon fiber rudder shaft.

It seems it's a good time to be building boats and related accessories in Santa Cruz right now. Certainly much of the rest of the world has become aware of the fine craftsmanship and the lighter/faster philosophy that characterizes their approach to sailing. If things continue the way they're going, who knows? Some of them might even turn into Republicans!

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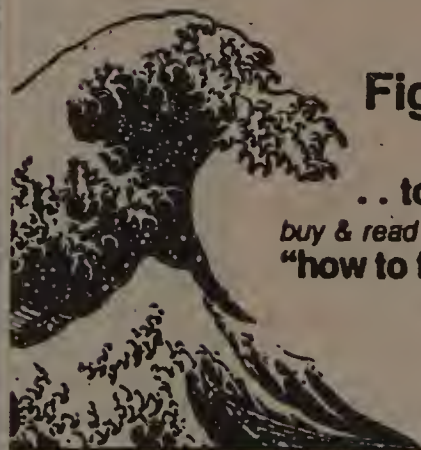
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SCHOONER

I nearly dropped my Anchor (Steam Beer, that is) when I heard visiting Port Townsend sailmaker, Carol Hasse, casually mention that she would be crewing aboard a women's sail training ship in Puget Sound.



Women power at the rigging!

Ten days later in Seattle, I boarded the schooner *Adventuress* and stowed my sea bags for the eight-day trip.

The 101-ft (LOD) *Adventuress* is a gaff-rigged wooden schooner, built in 1913 at the Rice Brothers Yard in East Boothbay, Maine. Original owner and Yellow Taxi heir, John Borden had her sent around the Horn to San Francisco and took her to Alaska to collect specimens for the Museum of Natural History. In 1915 he sold her to the San Francisco Bar Pilots Association where she served as pilotship until the 1950's.

Youth Adventures, Inc. acquired the *Adventuress* in the 1960's for use as a sail training vessel, used primarily by the Boy Scouts. Girl Scout leader, Ernestine Bennett, brought a group of girls aboard during the '60's and has been involved with the ship since that time.

In 1974 Mrs. Bennett became the president of Youth Adventures, Inc. and primary

ALL PHOTOS BY SHELLEY STEVENS

owner of the *Adventuress*. She is also on the Board of Directors of the American Sail Training Association. A remarkably active woman and terrific role model, the senior "Mrs. B" runs the training ship along with skipper Karl Mehrer, who has been with the schooner since the 1960's, chief mate and engineer Kinny Kimlinger, who first sailed aboard the *Adventuress* as a Girl Scout at age 14, and a crew of volunteer mates.

Although the schooner is used primarily during the summer to train youths between the ages of 14 and 20, there is time after school lets out and before school begins, that sail training trips for "youth of all ages are offered. Volunteer Tia Wulf successfully organized the first women's sail training program last year and again this year.

Having a fair amount of sailing experience, I couldn't help anxiously perusing the crew of 30 trainees the first day we mustered

on deck. I wondered how the women — some of them sailors, some with no sailing experience at all — would handle the big schooner. Later that afternoon a light breeze came up and sailing stations were called. At sunset the sails were lowered as we motored into and dropped anchor at Port Ludlow, on the Olympic Peninsula. Looking the ship over, I found sails properly furled, lines properly coiled, and everything generally ship-shape. I felt a bit relieved and considerably impressed.

That evening we received our orientation from the extremely warm and patient Mrs. Bennett. We were assigned into four crews, with one of the mates as crew leader. Each crew rotated duties which included: ship's maintenance, standing watch and galley duties.

The group of trainees was pretty diverse. There were two mother-daughter combinations, and women with a wide variety of occupations including: teachers, nurses, office





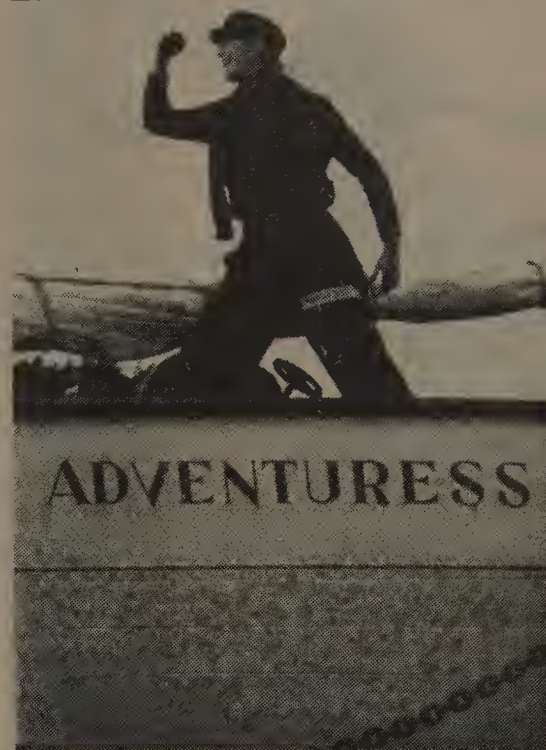
Above and below, 'Adventuress' in a blow.

workers, homemakers, a construction worker, a newspaper editor, a masseuse, a retired vice-president of a software company, a printer, a meteorologist, an antiques proprietor and a few women who work in marine-related fields. The age span started at 25 and ended at — who knows? (One woman told me she was the senior aboard but wouldn't divulge her age.) The majority were in their 30's and 40's, with a few in their 20's and 50's.

The immediate camaraderie which developed among the group was astounding. As each individual personality unfolded, there was an overwhelming feeling of acceptance and appreciation, and everyone's sense of humor was in high form.

We left Port Ludlow, the second day, on light airs and eventually had to motorsail to Port Angeles where we anchored overnight, cleared customs and left the next day

for Victoria, B.C. During shore leave at Victoria, hot showers, libations, and visits to the wonderful Provincial Museum became our



Maureen Buoy, all decked out on deck.



priorities.

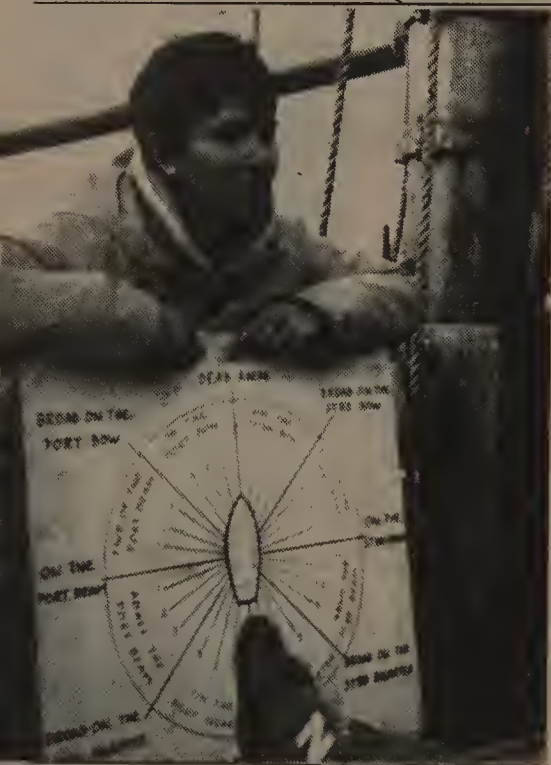
The fourth day found us motoring out of Victoria into the fog, headed for Roche Harbor, San Juan Island, to re-enter the U.S. While having no wind was disappointing, it left time for classes in seamanship (seapersonship?). The basics were covered, such as: knot tying; anchoring procedure; the points of sail; points of relative bearing; tides and currents; chart reading and navigation; rules of the road; the history and development of the sail and so on.

The day we left Roche Harbor and headed around the Stuart Island, we finally got some good wind, and the schooner and crew came to life. We were sailing close-hauled, and as the ship began to heel more I sat on the deck to work the main sheet, bracing my feet against the bulwarks. Suddenly the scuppers came awash and sea water swirled around my feet and legs. By god, we had the "A" over on her ear, and I let go with a whoop of sheer joy. We were sailing in a 50-knot gale, the foredeck crew was getting soaked each time the ship pounded into a wave and everyone was having the time of their lives.

When the wind began to gust over 55, the skipper announced it was time to drop sail. Standing on the taffrail to pull the leach of the mainsail aft as it was being lowered, was

SCHOONER

pretty exciting. As it luffed with incredible intensity, I had a vision of myself gripping the leach and being fluttered about like the flag



Learning about all aspects of sailing was part of the good times.

that flies from the leach of the main.

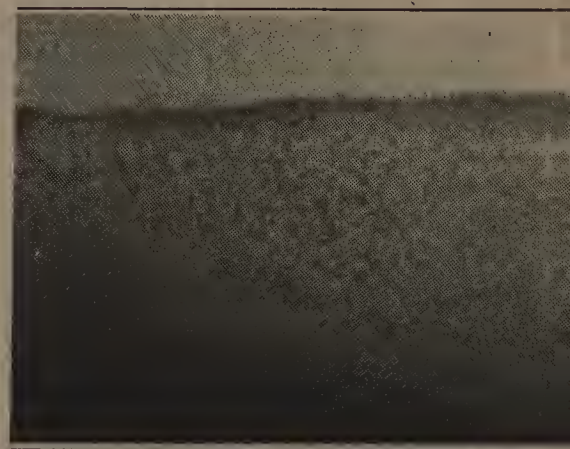
Everyone was cold, wet and very elated at the end of the day's activities. The hot tubs at Friday Harbor never felt so good. I thought back on one rather intense moment during the gale when I stopped momentarily — out of surprise — as one of the mates gave me an order with the word "please" at the end of it. Even at the most trying moments, the crew remained calm, patient and supportive,



Sailmaker Carol Hasse (right) and one of the many friends she made on the voyage.

The next two days after the gale were calm with flat seas. For excitement, we got out the ship's cannon and fired it at the all-women sail loft of Hasse and Petrich when we passed Port Townsend. We spent a night anchored in Mackaye Harbor at Lopez Island. Sailing to Port Ludlow the next day, we were treated to some sunshine and whale watching, as an orca swam in our vicinity.

Our last night aboard, the crews put on some pretty clever skits for each other and gathered to share individual comments



Islands in the Sound.



allowing the trainees to handle the ship safely and efficiently.



about the trip. Most wished the trip could last another week, if not indefinitely, although one woman was anxious to get back to the

comforts of home. For some it was the first time they had participated in an all-women event, and they marvelled at the harmony and cooperation. Several women said it was the first time they had sailed without someone grabbing a line out of their hand or calling them a dummy. An advanced women's sail training was suggested, and everyone said they would be back onboard next year. Later 36 women sailors invaded the bar and dance floor at the harbor, much to the surprise and delight of the few guys patronizing the place.



It was raining steady the morning of our last day aboard the *Adventuress* and blowing 20 knots in the harbor, with reports of 60 knot gusts outside. Upon hearing that, a fellow on the dock asked what we were going to do, and the reply was "Sail!" "You're crazy," he said as he walked away.

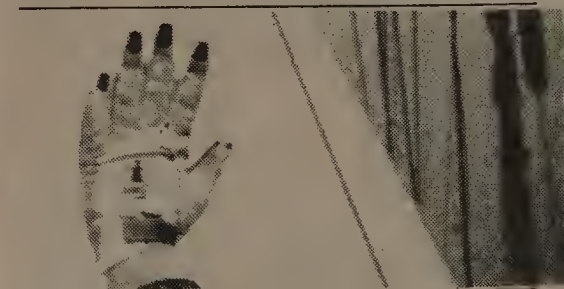
We had 35 to 40 knots of consistent wind the entire day's trip back to Shillshole Bay



Young and less young, all the women took a trick at the wheel — and (at left) dousing sail.

Marina in Seattle. Everyone got a good turn at the helm under sail that day and no one left the ship dissatisfied.

We gathered at the nearest bar ashore for one last celebration, toasting everyone, especially that lucky dog, skipper Karl Mehrer, who had been the only man



Nails on the sails?

aboard. He said the women's trips were his favorites for all the obvious reasons, but also because the women crews have been the most safe and responsible of the adult trips.

Good work, mates!

— shelly stevens

Sometimes it seems as if I actually spend more time in chandleries during the winter months than during the summer. What else is there to do on a rainy Saturday afternoon in December? Not that there's going to be enough wind to lift the half-ounce when the weather does finally clear . . . But after all, remember that one of the reasons for buying a boat in the first place was to have a good excuse to spend large quantities of money in a yacht chandlery.

I was enjoying just such a rainy Saturday afternoon in my local chandlery recently, when I overheard a conversation that reminded me that there are other excuses to spend money in a chandlery, especially this time of year.

I was examining the end of a spool of kevlar rope, pondering whether to buy eighth-inch or three-sixteenths for my new light air spinnaker sheets, when a woman's voice coming from the other side of a bank of display shelves distracted me.

"No, no, no! Don't buy that!" admonished



Safety equipment is always a good gift.

the stern female voice.

I looked back, and was relieved to see that the voice was not directed at me, but at an other unseen shopper.

"But it seems like such a cute idea," answered a younger sounding woman. "I think he'd just love these little swiveling beer can holders. Or maybe these salt and pepper shakers shaped like little red and black channel buoys."

"Look, honey," advised the older woman

in a slightly condescending tone, "he really doesn't want anything 'cute' for his boat. Trust me — we've been receiving gifts for our various boats for over 25 years . . ."

"What about this serving tray and plate set with matching tumblers? Look — each one has instruction for tying a different kind of knot, and the plates have sockets to hold the

glasses upright!"

It must have been her very first time in the store.

"We have a closet full of junk like that," sighed the older woman. "Remember that space on a boat is very limited. Anything you buy will have to compete with a lot of other expensive, carefully selected items for a place onboard. So a good sailing gift has to be practical, high quality, and no more than just a little bit superfluous. In other words, something he really wants and will use, but something that he considered just a little too low a priority, or possibly just a little too overpriced, to have bought it for himself."

"You're right," admitted the younger voice. "These little things aren't really expensive enough to be anything but stocking stuffers."

I thought of my own garage full of well intended junk. If only my stockings had been stuffed with things like rolls of duct tape or cans of WD-40 over the years.

"This is our first Christmas since we've been married," she continued, "and I really want to get him something for the boat that he'll appreciate. You have to help."

"Let's go over to hardware," suggested her friend.

This was going to be too good to miss. I dropped the kevlar sheets and set a course for the nuts and bolts department, across the aisle from hardware. On the way we crossed tacks, and I got a glimpse of the pair. The older woman was a sweet-looking older lady, but I had heard enough to conjecture that she was a rather forceful personality, and probably an active and experienced sailor.

Her young friend was just the opposite. Judging by the make-up, fingernails, and — would you believe — high-heeled shoes, she was more than a little out of her element.

I sifted through a bin full of wing nuts . . .

"Here's something every sailboat owner appreciates," said the older woman as she

A good sailing gift has to be practical, high quality . . .

held up a winch handle. "Especially if you lost one overboard last season!"

"Uh — that was on the only race I sailed on. How did you find out about it?"

"Just a good guess, dear."

I moved over to the hiking sticks for a better vantage point.

"Now look at this one — it has ball bearings in the grip! Or how about one of these big doubles? And here's a real luxury item — it ratchets in either direction, depending on how this little lever is set . . ."

I could hear them ratcheting the handle in the winches while I studied an ingenious little fitting — a plastic socket that gets installed on the inboard face of the cockpit coaming, apparently designed to hold the end of a hiking stick for instant tiller locking.

"My God! I never realized these handles were so expensive!" said the young shopper.

"You see what I mean? He probably wouldn't buy one of those ratcheting handles for himself. But I guarantee he'd love to have one!"

"I'd be afraid to use a handle that expensive, though. Imagine if I lost this one overboard! Do you have any more ideas?"

"How about a winch-chair!" suggested the older woman. "Everybody loves them, but few people buy them for themselves. It's one of those low priority, superfluous items."

"Hmmm . . . That has some possibilities."

"You should see my grandson on the one we have. We practically have to pry him out of it. And look — this year they have two economy models!"

The younger woman sat down in a winch-chair that was mounted in a display winch, which in turn was securely bolted to a heavy, low table.

"I like the idea of giving him something for cruising instead of racing," she said as she rotated slowly, clicking the winch pawls.

"Oh, speaking of cruising . . . Two essentials that are worth their weight in gold: a windscoop and a sunshower."

"What are they?"

I moved down to the block section, and spun the sheave in a large ball-bearing block hanging on the display board in front of me.

The grandmother patiently explained the functioning of the two devices in question. There are no windscoops in sight, but a sun shower was on display over in the next aisle. I followed them as far as the books and magazine section, and pretended to show interest in next year's almanac.

" . . . and all you do is hoist it up with a halyard, and when the sun heats it up you have a hot shower on deck!"

"On deck . . . That sounds like fun!"

"And a little sexy, too."

"Good. That settles one item. I wonder what else I could get that has something to do with showers . . ."

Then a third voice, this one male, entered the conversation: "The best present I ever got was a shower curtain," he said.

I looked up from my book and the two women turned towards him.

"**R**eally?" asked the older woman.

"Well," he explained, "this was no ordinary shower curtain. This one was a tri-radial

. . . and no more than just a little bit superfluous.

3/4 oz. shower curtain, made by my sailmaker. It had the same color scheme as my spinnaker, and . . ."

"Let me guess," she interrupted. "Your sail numbers across the middle? And a blue tape up one side and a red tape up the other?"

The man nodded with pride. "It even has an umbilical patch!"

"That's a fantastic idea."

"Yes, I thought so too. My girlfriend just called the sailmaker, who had the color scheme on file, and gave him carte blanche."

"Must have cost an arm and a leg, with all that detail work."

SOME HOLIDAY GIFT SUGGESTIONS THAT WON'T MAKE IT

Gimballed drink holders.

Salt and pepper shakers that look like buoys.

Ash trays that look like buoys.

Plaques with 'funny' announcements on them, like "Marriages performed by the captain of this vessel are good for the duration of this voyage only."

Cocktail flags.

Folding deck chairs.

Any article of clothing containing down.

Anything that needs to be permanently attached to the boat¹.

Logbooks and/or guest registers.

Anything with a picture of a sailboat on it².

Anything not relating to sailing.

¹ Unless you know precisely what they want.

² Class insignias and accurate profile drawings of the boat are okay.

"Almost as much as a new sail," he grinned.

"Well, what do you think?" she said to her younger friend. "The sailmakers aren't very busy this time of year, so you could probably have one ready in time."

"No, I don't think so. That's just going a little too far. Besides, we just finished redecorating the bathroom. Thanks for the idea, though."

"What do you expect to receive this year?" the older woman asked. "That shower curtain will be hard to top!"

"I've been trying to make it easy for her,

"My nephew might be interested in one of those," noted the older woman.

"And in the low price range," he continued, "is a computer program that simulates a yacht race. I have no idea how good it is, but I'm sure I'd have fun finding out."

"Where did you see these ads?"

"They're in most of the sailing magazines."

"Let's go find them!"

The grandmother and her friend practically ran over to the magazine rack from where I was eavesdropping. In a clumsy effort to be discreet I put down the almanac and swung around over to the electronics and instrument display.

"Let's see . . . this one should have what we're looking for."

I heard pages rustling.

"There it is. By the way, does your husband get this magazine?"

"No, I don't think so."

"Then you could order a subscription for him. Buy this issue and wrap it up to put under the tree."

They flipped through the magazine for another minute or so.

"I like some of these pictures," said the younger woman.

"That reminds me, dear. Pictures of the boat — if they're good — make excellent gifts. If a photographer has ever sent you proofs in the mail, now's the time to dig them up and order some big enlargements."

"Those custom enlargements can get pretty expensive."

"Yes, but for really professional work it's well worth it. The economy route, which is what I do every year, is to go through your own sailing slides. I pull out the decent shots of our friend's boats, have prints made (usually 5x7's), put them in nice frames and they make wonderful little gifts."

"Didn't you take a few of our boat that weekend we rafted up?"

"Shhh! . . . You're not supposed to remember that!"

"I see. Let's look at some safety related things."

"Okay. Safety equipment's always good. But first take a few of these."

"What are they?"

"Chart catalogues, issued by the government. They're free."

"But what do I need so many for?"

"Nautical gift wrapping paper! Look, honey, they're just the right size. Old charts are good, too, if you have any lying around. And if you really want to make it fancy, you can decorate it with tell-tales instead of ribbons!"

I was mindlessly spinning the paddlewheel on the knotmeter display, watching the needle move in response, when they walked by on the way to the safety equipment section.

"I gave my nephew a good personal strobe light last year," said the grandmother, "although for a teenager, safety gear isn't always what gets them excited. You know, it's like giving a child something to wear instead of a toy."

"My husband could use a good safety harness."

"That's something I'd let him pick out himself, if I were you. But here are some good little things: chemical light sticks, whistles, extra parachute flares (nobody ever carries enough). And these little flashlights with the sliding red filter are great! Except they're not completely waterproof, though, so they only last a year or two. That's why you know that a new one will always be appreciated!"

"What about a log book? That's something we should probably have."

"No, we find the log tables never have the right lay-out for us."

She must have picked up one of the logs and opened it to a sample page.

"See? It says 'Engine Hours' at the top of one of these columns. That's also something he has to select himself."

"Let's take a look at clothes, then."

"Okay. Anything with polypropylene, or

It's best to let him pick out his own safety harness.

polyester pile, or bunting will go over well. Stay away from down!"

"Some of these jackets are nice," said the younger woman.

"I recommend the polypro long johns," said the older shopper.

"But you know," remarked the younger one, "I have trouble buying him clothes sometimes. For his birthday I gave him a beautiful sweater with a sailboat on the front, and he's hardly worn it at all."

"That's not really surprising. A good rule of thumb for buying gifts for a sailor — and this is true for all kinds of items — is to avoid anything with a picture of a sailboat on it."

"Come to think of it," said the younger woman, "he never wears that tie I gave him with the embroidered sailboat design on it, either."

By this time I was getting bored with the electronics, so I cruised over to the anchor department opposite the clothes racks to see what was new.

"But it's strange," she continued. "The crew gave him this real tacky windbreaker last year. It was red on one side, and green on the other, and had 'Port' and 'Starboard' written in big letters on the sleeves. He wore it everywhere!"

"It must have had some special significance," suggested the older sailor. "Was the boat in any serious collisions that year?"



"Why, yes . . . How did you know about that?"

"Just another good guess, honey."

"Well, this year I'm going to make certain that none of my presents fall flat. Let's check out the other corner of the store to make certain we haven't missed any good ideas."

I imagined they would head back towards hardware, so I put the little model anchor back in the sandbox and rounded the corner by the seaboots to follow them. Instead, they turned in my direction, headed towards inflatables and outboards. I collided head-on with the grandmother.

"Excuse me!" I said. "I expected . . . I mean I didn't . . ."

"Quite alright," she said after she had regained her balance. "We're all in such a hurry this time of year, aren't we?"

"No, I just wasn't watching where I was going."

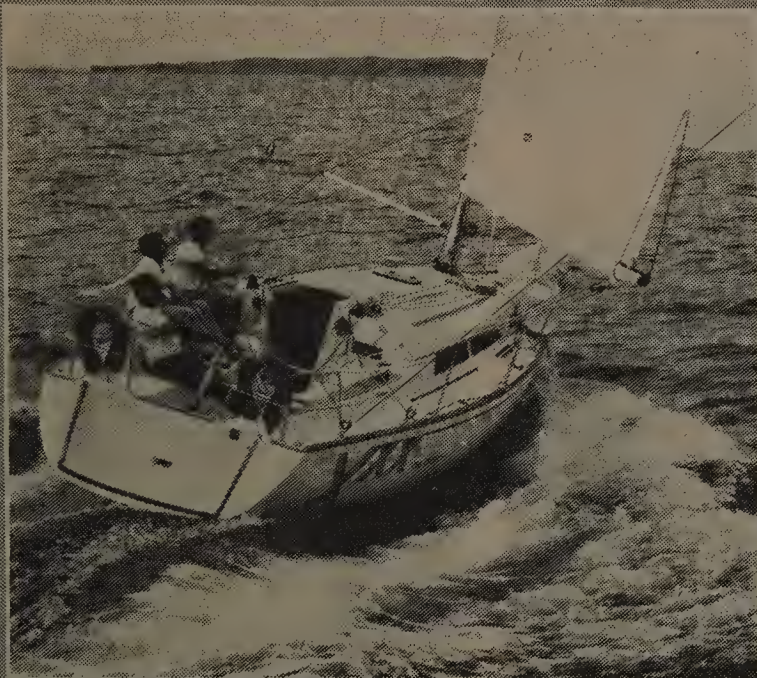
"You look like a typical boatowner," said the younger woman. "Would you mind telling me what you'd like for Christmas?"

I was caught unprepared. My eyes scanned the store. I saw the high-tech anchor I always wanted, but couldn't justify because I already had an anchor of about the same weight. I saw the oversize fenders that would be great to have for the annual raft-up, but unnecessary and redundant for the rest of the year. I saw the waterproof, rubber armored binoculars with the built-in compass and rangefinder. Would anybody give me these things for Christmas? Not likely. I'll just get more junk to clutter up the garage.

"A gift certificate," I answered.

— max ebb

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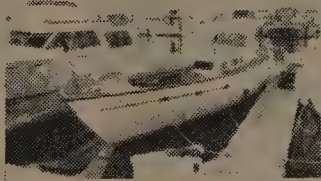
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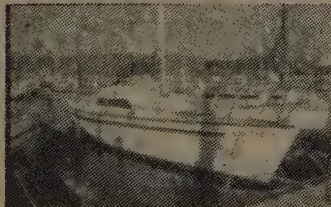
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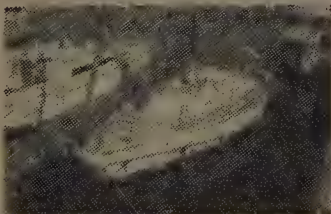
'81 Gulf 29. Diesel, wheel, one owner. Pilothouse yacht with C&C hull. A bargain at \$32,500.



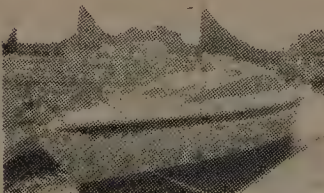
'75 Cal 2-27. Most active 27-ft one-design on Bay. \$27,000.



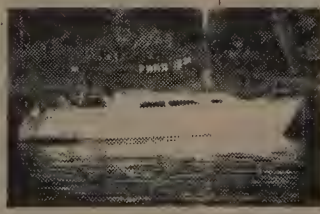
'78 30' Ranger \$34,000. Great Bay boat with excellent recent survey.



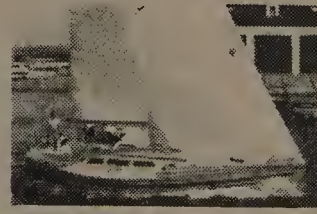
'78 30' Tartan \$41,500. Bristol cruiser with all the amenities.



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HANDICAP DIVISION ASSOCIATION

More than 100 boats actively participated in this year's HDA series, which ran from April to September. They ranged in size from the 23-ft *Can-Can*, a 1/4 Tonner, to the 48-ft Farr design, *Sanguind*, and in age from the 25-year old Dasher sloop, *Neja*, to the latest state of the art Danish and New Zealand racer/cruisers.

As with last year, there were eight divisions: six "regular", which were broken down by PHRF ratings, and two special divisions, H and P, for ULDB's and non-spinnaker, respectively.

The Yankee Cup is HDA's answer to baseball's All Star game. This is when the best boat from each division comes together at season's end — October 20 and 21 this year — for a three-race weekend to determine a "champion of champions" for the organization. Top honors went to the William Gorman and Chuck Thomson Farr 1020, *Satiation*, which was guest skippered by Carl Schumacher and Dennis Grindl. The rest of the fleet stacked up this way:

2) *Tres Equis*; 3) *Sanguind*; 4) *Confusion*; 5) *Aventura*; 6) *Dulcinea*; 7) *Mist II*; 8) *Ouessant*; 9) *Sonata*; 10) *Firecracker*; 11) *Two Bits*; 12) *Can-Can*; 13) *Anahita II*; 14) *Counterpoint*; and 15) *Wandering Star*.

INTERNATIONAL OFFSHORE RULE DIVISIONS ASSOCIATION

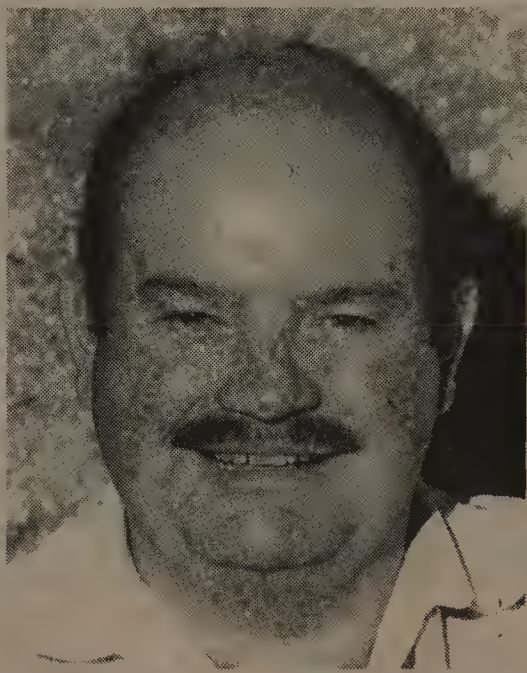
A dropoff in participation in the IORDA necessitated a juggling of division ratings, and Divisions D and E ended up being eliminated this season. Division breakdowns were: A — 30.5 and over; B — 27.0 to 30.4; C — 26.9 and under.

IORDA president Myron Erickson feels there were a number of reasons for the association's "off" year, notably interest in the Clipper Cup, Long Beach and other specialty events that drew boats away from the Bay. Measurer Rob Moore adds that the J/24, Express 27 and other former IORDA boats have formed their own one design classes. Also a factor are boats which win all the time and discourage competition. "It's ironic to think that we helped kill the division," says Moore, whose *Summertime Dream* has dominated Class E for three years.

Myron and Rob, along with other IORDA officers and members, will be devoting time to rekindling interest in the Association in the months to come and welcome all suggestions and comments. For more information on either IORDA or HDA racing, call the Yacht Racing Association at 771-9500.

Our "Season Champions" series will conclude in December with the winners of the various ocean racing classes.

HDA—F "Sanguind" Farr 48



Jerry Jensen
Metropolitan YC

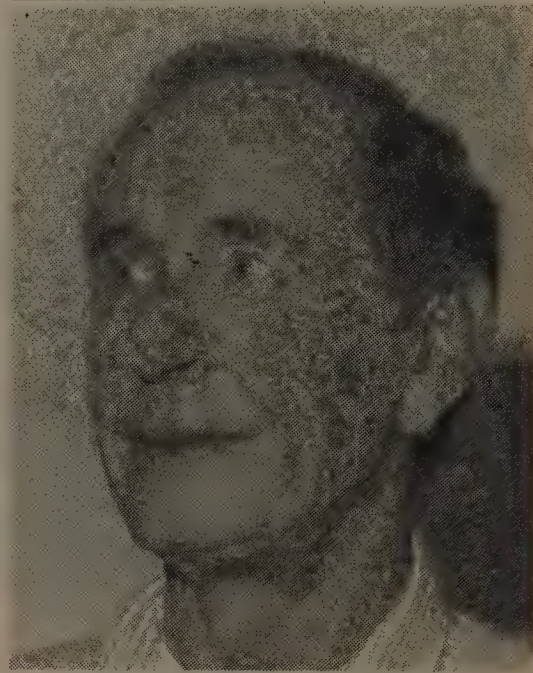
Jerry Jensen could probably make a good case for the love of sailing being hereditary: Jerry and family make up a full half the 12-man compliment on *Sanguind*. Along with regulars Mark Anderson, Jerry Bittler, Dave Brown, Doug Little, and Gary Helm, sons Duane, Darrel, Darin, Joel and Dean did a fine job of helping sail the big Farr 48 to the Division F season championship. In addition, one of Jerry's two daughters sailed the last mid-winters and Doug, at 5, the eighth and youngest Jensen, made his intentions known early — his first word was "boat".

Jerry, a Fremont dentist, has been sailing the Bay in a succession of boats, for about 18 years. He caught the racing bug in his Cal 39, winning "our very first mid-winters and our very last". The boat also sailed several Hawaii and Mexico races before he sold it and acquired the 48 about 2 1/2 years ago.

For the immediate future, *Sanguind* ("song of the wind" in Danish) will race the Sausalito Cruising Club Midwinters series. Jerry hasn't decided whether to race the boat in the ocean or Bay next season. For the long term? Well, let's put it this way: If sailboat race winning is hereditary, and each of the Jensen kids eventually gets his/her own boat, the rest of us first generation ragboat jockeys are in big trouble.

2) *Firecracker* (Cal 39), Jim Rodriguez and Henry Bleuler, San Francisco YC; 3) *Thera* (C & C 41), Clarence Reed, Island YC.

HDA—H "Aventura" BB 10



Lon Price
Richmond YC

Lon's boat, a Danish design built in Florida, was launched in February of last year and Lon and crew spent the '83 season getting used to the boat. With a fractional rig and only 7 1/2 feet of beam, "it sails . . . different," says Long. His crew for the '84 series consisted of Stewart Anderson, Robert Huebner, Gary Clayton and Gary Goodman.

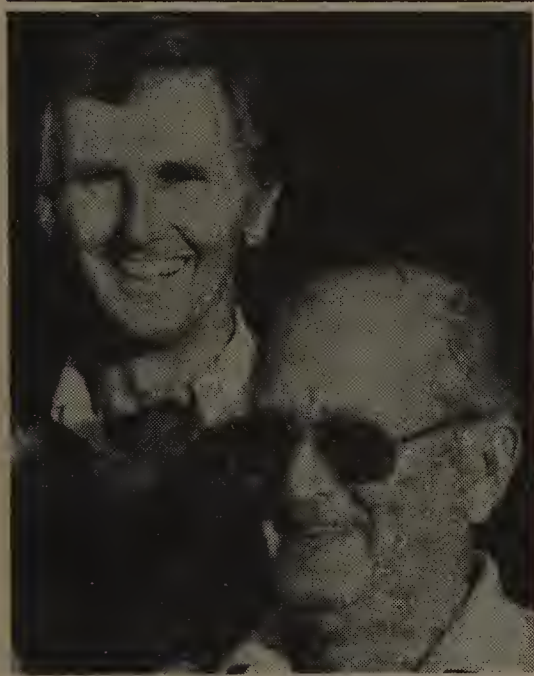
About the most competition Lon had in a single race came from the Soverel 33 *USA*, which edged past *Aventura* into the third place slot on the first race of the second half. *Tres Equis*, the boat that won that race and the next three, was certainly the main competition for the second half. Fortunately, the boats that Lon feels would have given him the most trouble raced the '84 season as a one design class. "The Express 27 is one of the finest boats around of its size," Price says. "If they had been out there, there's no way we could have beaten them."

Lon will be back next season, but not on *Aventura*. At this writing, the boat has gone up for sale and Price will be flying to Denmark in May to seatrial a new Luffe 44. The 11,000-lb ULDB has developed quite a reputation in Europe and Lon hopes to have his Bay bound on a freighter by June. Once here, he'll do some buoy racing and maybe a TransPac in '85-'86.

2) *Tres Equis* (Beneteau 10), Rich Lowrey, Sausalito YC; 3) *Humboldt Pie* (Humboldt 30), Gilbert Sloan and John Wright, Ballena Bay YC.

SEASON CHAMPIONS

HDA—J "Satiation" Farr 1020



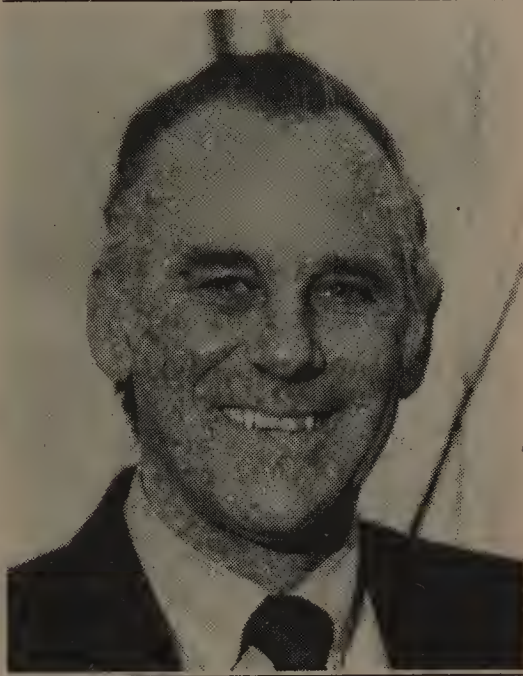
Chuck Thomson/Bill Gorman
Encinal YC

Satiation, a 34-ft Bruce Farr design, was one of the newer boats on the Bay circuit this past season, arriving from New Zealand only a little more than a year ago. It didn't take long for it to start blowing the competition away, though: The boat garnered five firsts, one second and two thirds in the best eight of ten-races series, and cleaned everyone's clock with three bullets in the Yankee Cup.

Behind every winning boat is a great crew, and the new boat on the block had some well-known talent aboard for her debut season. Owners Bill Gorman and Chuck Thomson give Commodore Tompkins and Juliette Bloxham most of the credit for pulling the season effort together. Commodore traded driving chores with another fine driver, Paul Szasz, and Carl Schumacher was at the helm for two of the Yankee Cup races. Some of the other crew members aboard during the season included John Poulson, Chip Bem, Peggy Kashonba, Kimball Livingston, Steve Burr, Carl Montick, Bob Bergholdt, Mike Roth, Dave Yoffie, Paul Callendar, Suzanne Bloxham, Roth Schleck, James Urfer, Dave Wahle, Mimi Schwartz, Louisa Sims, Luis Samuels, Bob Smith and Richard Hubbert. The boat's toughest competition came from Merv Shenson's Cal 40, *Panacea*.

2) *Panacea* (Cal 40), Merv Shenson, St. Francis YC; 3) *Blue Lou* (Pearson 10 Meter), Walt Featherstone, San Mateo YC.

HDA—K "Mist II" Columbia 36



Ray Sieker
Coyote Point YC

"We were tired of second place," says Ray Sieker of his Division K win. Ray and his crew have been sailing *Mist II*, a Columbia 36, in HDA for about 12 years, but since their last class win in 1972, all they've gotten are seconds.

Through it all, though, Jim Baumgartner, Ken and Don Inouye, Mike McIntyre, Mike Satterland, Nancy Hine, Linda Branden, Sherrie Pace, Kurt Aspelund and Julie Libby "tried harder", and it paid off — in more ways than one. *Mist II* also won its PHRF class for the second year in a row. The closest competition in the 18-boat class, HDA's largest, came from *Ouessant*, *Sonata* and *Chorus*, says Ray — but he'd like to see it even closer.

"I believe that HDA should readdress the handicapping system and possibly come up with a modification based on PHRF and the previous handicapping system (which considered skipper ability as well as boat performance)," says Sieker, who in "real life" manages a precision sheet metal fabrication company. "It would make it more equal for everyone."

There was no *Mist I* in Sieker's life: the Columbia is his first boat. In fact, Ray had never sailed before 1972 when he bought the boat "because I needed someplace to live." He no longer lives aboard, but the boat is hardly idle. He'll do another ocean series for sure next season, but has not decided about a Bay series. "I'll leave that up to my crew," he says.

2) *Ouessant* (Farallon Clipper), Frank Buck, Corinthian YC; 3) *Sonata* (Lapworth 39), Donn Weaver, Richmond YC.

HDA—L "Summertime Dream" Schumacher 1/4 Ton



Rob Moore
Sausalito YC

Despite wins in both HDA and MORA, the summertime of '84 was not exactly a dream for Rob Moore. It began with the elimination of IORDA's Division E, which he's dominated for the last few seasons, and ended with a broken mast on the last race of the MORA series.

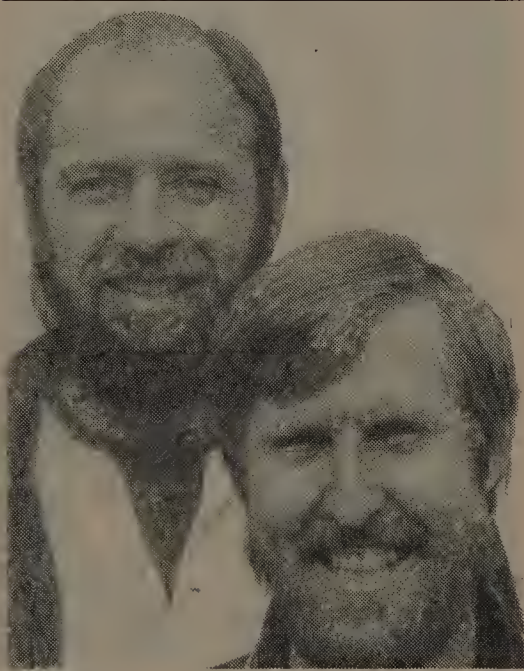
At the core of the "cast of thousands" that helped crew the boat this season were Jack Adam, Jim Bateman, Denny Gruidl, Peter Corlett (no relation to Chris) and Ned Semonite, whose appearance was one of the bright spots of the season. "He just called me out of the blue," says Rob. "It turned out that we'd gone to college together. He ended up doing three races with us and turned out to be one of the best sailors I've ever gone out with. I learned a lot from him."

At first, Rob did not intend to do the whole HDA series. One race led to another, though. The boat ended up completing the eight races necessary to assure it the number one spot, and its owner ended up "enjoying the series a lot."

Rob, who works for a computer firm in San Francisco, has not made plans for next season. "I'm semi-retired," he says. "I don't want to think that far ahead." At this writing, *Summertime Dream* is in the yard getting a new mast, major deck refit and new bottom. When done, Rob is considering putting the boat up for sale. "Or I may fall in love with it all over again. Who knows?"

2) *Confusion* (Yamaha 24), Ron Stout, Richmond YC; 3) *Good Times* (Cal 2-30), George Lawson, San Francisco YC.

HDA—M "Dulcinea" Killer Whale



Mike Mathiasen/Bill Pritchard
Island YC

Seven years of "paying dues" has finally resulted in a win for *Dulcinea* and co-owners Bill Pritchard and Mike Mathiasen. "When we first started," says Bill, "we'd just follow whoever was looking good. We counted success by how little blood was on the boat after a race."

At that point, Mike, a juvenile probation officer, was the more experienced of the pair and Bill, "self employed and independently poor", was the new kid on the block. "My first go-around with the boat I got seasick," he recalls, "but my first time on a race course was a whole different world." For the next six years, Bill would fly in from Houston or Phoenix for race weekends. Now that he lives in the Bay Area, he can devote more time to his job as tactician. He made several trips this year to Coit Tower and the Golden Gate to study current and tidal activity, and *Dulcinea* hasn't been out of the top three places in her last 22 races.

Rounding out the crew are Tom Sullivan and John Ford who helped the Danish double-ender win out over such tough competitors as *Reachfar* and *Anahita II*. Pritchard gives most of the credit, though, to his partner of seven years and friend of 20. "Mike understands the boat much better than me," he says. "I just tell him where to go and he makes the boat go fast."

HDA—N "Can-Can" Ray Richards 1/4 Ton



Bruce Block
San Francisco YC

When someone asked Jay Hooker, foredeck man on *Can-Can*, how they managed to turn a third place coming into the last race into a season championship, he had the only logical reply: "It was a miracle!"

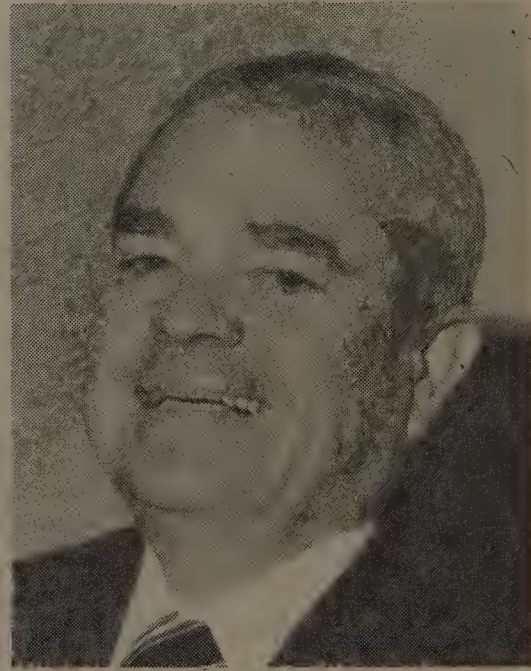
Well, close. But surely new sails, perfect conditions and the season teamwork of Hooker, Scott McKay, Terry Ketler, Mike and Jo Brucker, Mary and Jack Jackson and, of course, owner Bruce Block helped, too. The win marked the aluminum 23-footer's third championship in as many years — not bad for an intended rule beater that was beaten by the rule when she measured out wrong. Block, one of few who realized the boat's potential, acquired her knowing she was seriously undercannvassed. Or was she?

"We are very competitive in light air and heavy air and not very competitive in medium (12 to 18 knots) air," says Bruce, who runs an awards, premiums and specialties company. But although a lot of effort has gone into making the boat more efficient in that range, the Bay in the summer is usually more than willing to provide the heavier air the boat likes — like during the last race of the series. *Atrevida* and *Two Bits*, Block's main competition through the summer, were tied for first going into that race, but the harder it blew, the more boats *Can-Can* passed. "We had to not only win, but to put a boat between us and them," says Bruce, "and we did it. It was such a thrill I couldn't believe it."

Note: A pending appeal (unrelated to the last race) may change the standings in this division.

2) *Two Bits* (Cal 1/4 Ton), Roy Osborn, Island YC;
3) *Atrevida* (Cal 26 MK II), Bill Sweitzer, Vallejo YC.

HDA—P "Counterpoint" Cal 35



John Vetromile
Sausalito Cruising Club

After seven years of racing *Sea Star* in the Cal 2-27 fleet — and not doing so well — John Vetromile was "tickled to death" to win HDA's non-spinnaker Division P the first summer he owned his new Cal 35.

Of course, he had some talented help. "Basically, I drew on my friends in the 2-27 fleet," says John, vice president of legislative affairs for a communications company. Carry-over crew included John's wife Mary, Paul Rice, David Bareilles and Rollie Wickerson. Another friend, Leigh Brite, ODCA class champion and nemesis of the Cal 2-27 fleet, came along as tactician for the Yankee Cup, but the no spinnaker handicap proved too much for *Counterpoint* to make a good showing.

Vetromile's closest — literally — competition came from *Halcyon*. "We usually ended up racing each other for most of each race," John says, "and we had to give him 12 seconds a mile. Every time we finished, we'd take our time and wait for *Halcyon* to see if we'd beaten him."

Besides recreation, John races to work the bugs out of the boat; he races non-spinnaker to improve his skills in preparation for the day when he and Mary take an extended cruise. They felt a spinnaker would be too much to handle and so are concentrating on getting the most from the sails — all expertly made by Alan Mitchell, says John — that they have.

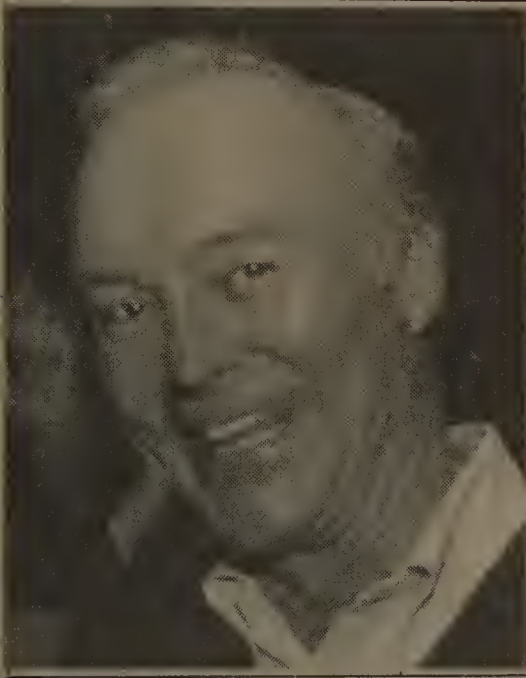
2) *Halcyon* (Hunter 34), Suriani/Pride/Cohn/Koeffel, Island YC; 3) *Lelo* (Santana 27), Emile Carles (no club).

2) *Anahita II* (Ericson 27), Bob Berry/John Boonstoppel/Gordon Miller, Richmond YC; 3) *Reachfar* (Cal 2-27), Dick Horn, Richmond YC.

SEASON CHAMPIONS

IORDA—A "Chimo"

Nelson/Marek 41



Chuck Winton
San Francisco YC

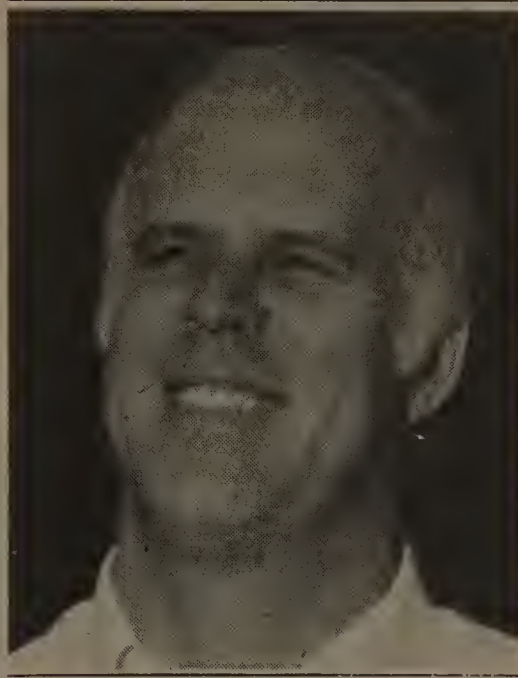
After dominating the Islander 36 one design class for several years and winning last year's IORDA Division B, Chuck Winton and *Chimo* have again emerged at the top of the heap in Division A.

As we go to press, Chuck, 1983 commodore of the San Francisco YC, was enjoying the Mexican sunshine after placing second in class in the chartered *Strider* in the Mazatlan race, but we were able to catch up with Jock McLean, who sailed the season aboard *Chimo*, for some comments.

As well as being fun in its own right, "the YRA series was good practice for the Stone Cup and Big Boat series," says Jock. (*Chimo* placed third in class in both races.) Competition-wise in IORDA, Jock says "Grey Fox was fast and *Leading Lady* was always tough." Some of the other crew members aboard for the season were Jerry Rumsey, Allen Klingens, Oliver Davoren, Jim Davies and Mark Dowdy.

As for next year, "we're not exactly sure what's happening," says Jock, although he added that Chuck really enjoys the Big Daddy Regatta in early March. One thing is for sure: wherever *Chimo* ends up racing, she'll be the boat to beat.

IORDA—B "Impetuous" C & C 40



Myron Erickson
Richmond YC

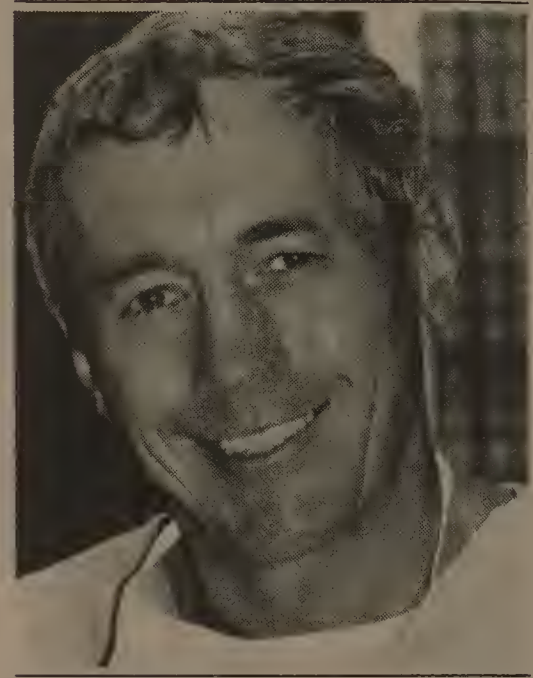
Myron Erickson's *Impetuous* was built in 1972 for the Canada Cup. Under original owner Les Harlander and original name *Mirage*, the black-hulled beauty subsequently brought home her fair share of the sterling from the California and Mexico circuits. The latest feather in the cap of this veteran racer is IORDA's Division B championship.

Of course, a boat with the right stuff needs a crew with the right stuff. "I'd get myself into trouble if I tried to name everyone who helped us this season," says Myron, a real estate broker and president of IORDA. "I know I'd forget someone." He stressed the importance of crew work, though. "I get to pay the bills and steer. The rest is dependent on everyone else."

"Everyone else" earned the boat five straight bullets in the seven-race series against stiff competition from all comers. Lee Tompkins' Peterson 39, *Salt Shaker*, was a particularly tenacious opponent.

Much of Erickson's energies over the next few months will be directed toward bolstering participation in next year's IORDA activities, but not to the exclusion of readying *Impetuous* for another go at the championship. "The boat's feeling her age a bit," he says, "but we'll be there."

IORDA—C "Abracadabra" X-102



Dennis Surtees
St. Francis YC

Dennis Surtees has certainly become a force to be reckoned with in any class he sails. A former world class 505 sailor, Dennis has taken home his second division championship in as many years aboard the 33-ft Danish sloop, *Abracadabra*.

Many of the many people who helped crew the season come from the ranks of the 505 or J/24 fleets. They include Ken Smith, Dave Abbott, Tom Montoya, Glenn Miller, Doug Ollander, Dennis' 505 crewman Jay Kuncl and son-in-law Jack Wagstaff. "Every one of them is an enthusiastic sailor in his own boat," says Dennis.

Surtees would like to practice more than he does. In 505's, he was one of the first to really emphasize training and physical conditioning. In big boats, though, "You spend a different kind of time," he says. "There's a lot more organization time rather than training time."

Abracadabra — the five "a's" represent Dennis' five daughters, each of whose name begins with "A" — began the season with a bang, taking four firsts in a row. In the second half, "we had our problems," says Dennis. Hot on their heels through the series was *Blue Blazer*, and Dan Newland's 3/4 Tonner *Pegasus* came on very strong at the end of the season. "I'm looking forward to some good racing next season," Dennis says. If things go as hoped, though, it will be aboard a bigger boat. *Abracadabra* is up for sale and Dennis hopes to move up, via a partnership, to the X-102's big sister, the X-1 ton.

2) *Clockwork* (Nelson/Marek 41), Lee Otterson, San Francisco YC; 3) *Wolfpack II* (Serendipity 43), Leland Wolf, Coyote Point YC.

2) *Second Offense* (Schumacher Custom), Colin Case, San Francisco YC; 3) *Wildfire* (Ranger 37), John Clauser, Berkeley YC.

2) *Blue Blazer* (Peterson Custom 35), Hays McLellan, St. Francis YC; 3) *Shearwater* (Morgan 36), Bob McEligot, St. Francis YC.

LIFE ON

The 1984 Big Boat Series brought some of the fastest, flashiest, most expensive sailboats in the world to San Francisco. And with the 80-ft maxis came the owners, captains and enough crew to consume more beer in a night than the bar at the host St. Francis Yacht Club usually serves in a month! While hanging around the harbor for the races, I had the opportunity to talk to some key crew members from *Nirvana*, *Sorcery* and the series winning maxi, *Boomerang*. In between boat work and crew meetings, they talked about their jobs, and their most memorable experiences of traveling the world circuit racing maxis.

For Michael Keyworth, the captain and manager of Marvin Green's 81-ft *Nirvana*, the operating word is "phenomenal". *Nirvana* is sailing in excess of 250 days a year with Keyworth aboard an average of 200 days. "This year," he says, "has been pretty extraordinary. We've done 50,000 miles so far." Though *Nirvana* has captured her share of cups, Keyworth finds it more exciting to break records than win awards.

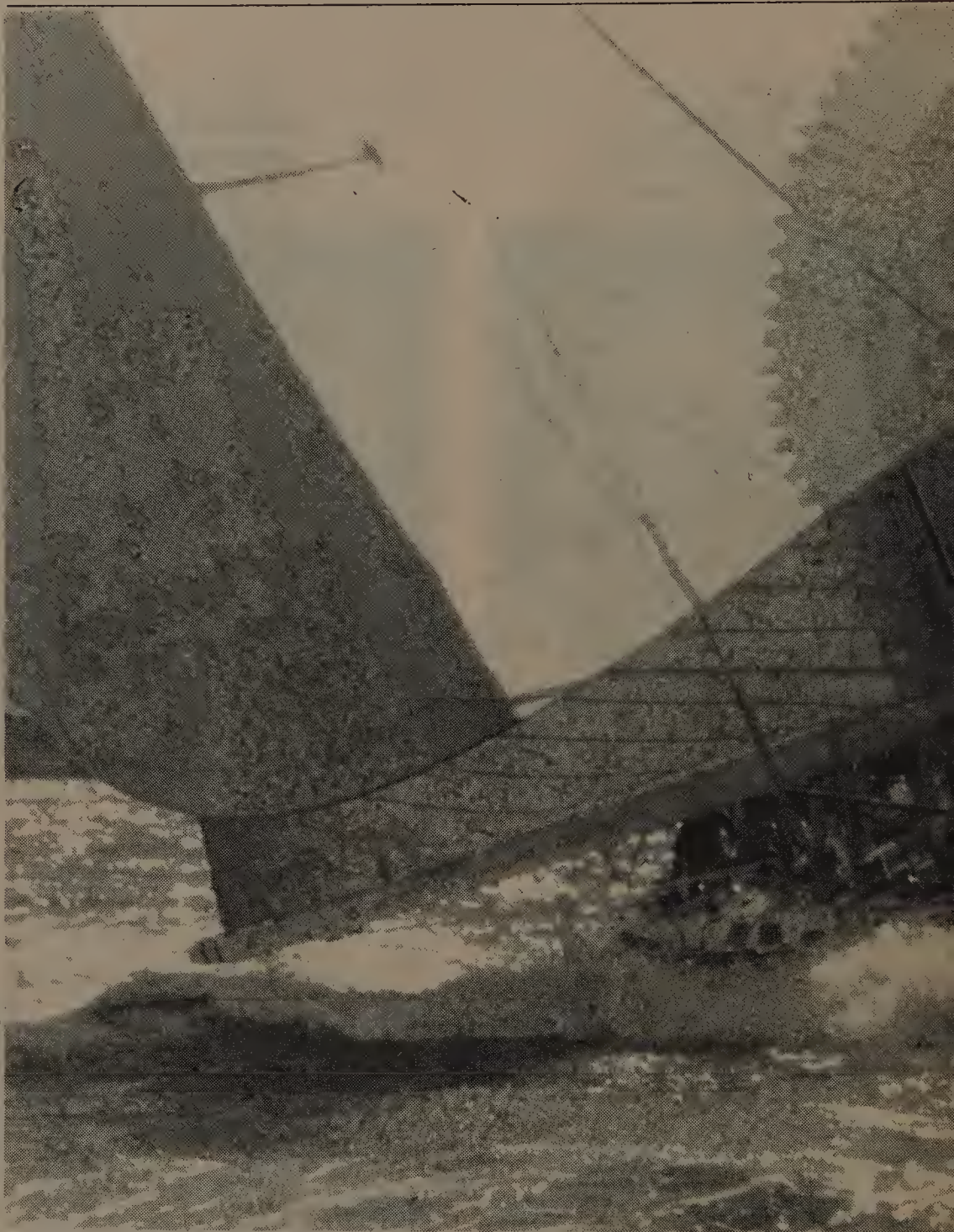
Keyworth calls racing maxis "the single most exciting, demanding responsibility that one can assume in professional yachting. Any time one approaches the limit — and the limit is rating 70.0 feet under the IOR rule — one challenges all the basic rules of life."



'Nirvana's' Michael Keyworth. Right, a maxi power reach on Marvin Green's 81-footer.

Keyworth is a professional sailor and that's the way he views his crew. "They sail for a living."

Managing *Nirvana* and its crew of 28 is a challenge. "Manipulating people to do



LATITUDE 38/RICHARD

STEVE CURTIS

what you want them to do and being consistent is difficult. In the end, a guy that's been here for six years and a guy who's only been here a couple of months have to be treated the same." Keyworth arranges everything for the crew from lodging to rental cars, and his management responsibilities can be very elaborate, or "as petty as finding a restaurant for the guys to go to in a foreign country".

What is life like in foreign ports? "A lot of fun," says Keyworth. "At the King Olaf Cup Series we took the King (Olaf) of Norway sailing. Not many people get to do that. That was an exciting series, which we won by less than a minute." Racing the circuit takes Keyworth to some unique spots. The Middle Sea Race, which starts in Malta with the blast of a World War I cannon, runs through the Straits of Messina (between Sicily and Italy), around the active volcano of Stromboli, then

around the rest of Sicily to an island called Lampedusa off Africa, and finally back to Malta. But the big question? What are the parties like? "Well, there are always parties. Beers are cold, girls are hot. It's the same old thing."

For Bruce Vasconcellos, the recently appointed delivery skipper of Jake Wood's 82-ft *Sorcery*, part of the lure are the ports and the people. "You make friends all over the world and see them again at the next series," he says. Of course, as a professional sailor, he thrives on the challenge of racing maxis while confiding, "the money isn't bad", either. (None of the sailors I talked to wanted to reveal their salaries. They did offer estimates which ran between \$400 a month for a deck hand to \$1,000 a week for a skipper or sailing captain.)

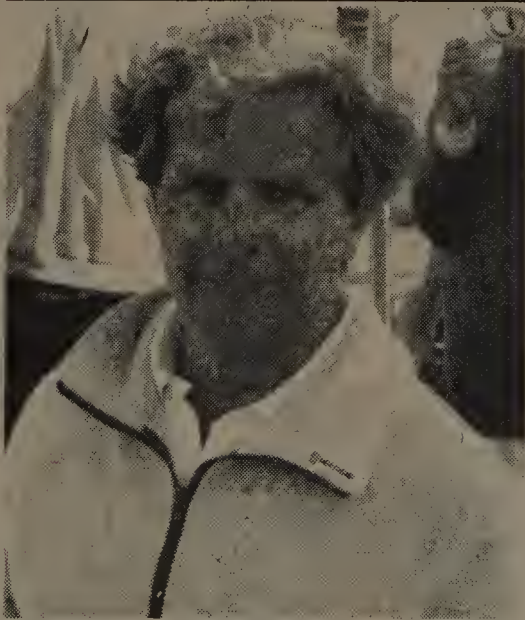


delivery time for leisurely cruising.

What are the long races like? "You're working all the time," he says. "Sleeping when you're not. On some races like the Clipper Cup's 775-mile Around the State Race you're probably working 18 hours a day. You have fire drills where everyone has to be up on deck. Or you just get to sleep and you have to get up and change the sail. It gets grueling if you're changing sails a lot. Maxis are killers for that."

For Vasconcellos, racing maxis is a forward looking job. When a race is over, all the cruising gear gets loaded back on the boat and it's, "off to the next song and dance", as he puts it.

Managing the 81-ft *Boomerang* from a New York office and sailing the regattas isn't easy for Jeff Neuberth, considering he also works full time at owner George Coumantaros' shipping company. Neuberth arrives two to three days before each series begins and makes sure everything is in order with

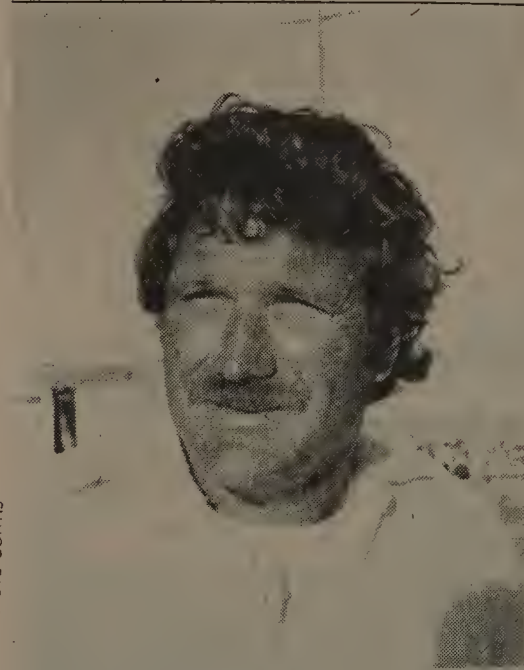


'Boomerang's' Jeff Neuberth.

the boat. During the races he usually helps steer when Coumantaros isn't aboard.

Because of his full-time job, Neuberth takes exception to being called a "professional" sailor. "I'm not paid to sail," he says. "None of us are. The crew is paid to work on the boat." He was, however, a boat pro for America's Cup winner and ocean racing star Ted Turner on and off for four years which he says "was a good experience. We traveled a lot and it was pretty action packed. We

got \$100 a week and all we could eat." Neuberth also served as project director for the 12 Meters *Courageous* and *Independence* in the 1977 America's Cup defense. "I learned a lot from Ted (Turner), who was the first guy to sail really aggressively. He had good deck sense. He knew people's lim-



'Sorcery's' Bruce Vasconcellos.

itations and he pushed you. We called ourselves the 'Nightfighters', because we'd push hard all night long. The other guys would sail hard during the day, but they'd back off at night."

Other aspects of Turner's influence can still be seen in Neuberth and the way *Boomerang* is sailed. "He didn't go for the rock stars," says Jeff. "He had a good group of guys who were fiercely loyal to him. On *Boomerang*, we pride ourselves on being pretty much a group of amateur sailors. We play together, sail together, ski together, and do a lot of other things together. We don't have the kind of personality conflicts that can occur when you fly in a different group of hotshots to crew for each race."

What does managing *Boomerang* involve when the boat isn't being delivered or racing? "A lot of evenings and weekends doing sail checks, tuning the rig, and other little projects. And reading up on computer stuff. We've got an IBM PC onboard."

After I interviewed him on the final day of the series, I asked him if there was anything else he wanted to say. "Yeah. I hope we win today." They did.

— steve curtis

STEVE CURTIS

STEVE CURTIS

Vasconcellos is responsible for hiring the delivery crew of about seven people, getting the boat to the race location and making sure *Sorcery* is prepared to race once it's there. His typical day is spent on boat work such as servicing winches and making new halyards and sheets, as well as on the phone hastening the delivery of spare and repaired parts scattered around the world. Though the schedule is often frantic and physically draining, it does, he says, "beat sitting in an office".

Even though prestige and excitement abound, there are some drawbacks to the job. Sailing has cost Vasconcellos two relationships. "Unless your wife or girlfriend sails with you, it's difficult to maintain a relationship," he admits. The races, especially the long ones, are hectic, leaving only the

BACK HOME! THE VIEW FROM THE OTHER SIDE

A light coastal shower plays its staccato on the keyboard of our livingroom window. I sit in my rocking chair, a chair that went unused for a year awaiting my return from three oceans. Yes, I am back home.

On such a wet, windy day near the end of



Finally, after 30,000 miles, the Golden Gate!

November, it is great to relax near the fireplace, enjoying the warmth given off by the burning oak logs. Relax and to recall once again all the good and the bad of my solo circumnavigation.

Reflections from the fire dance on the dark beams of my house. It is dark, but I don't turn the lights on. From the nearby ocean I hear the sounds of ships horns through the rain and fog, sounds that make my sailing memories even fresher.

But everything is over. It's only 20 feet to a hot shower, and just 6 more feet to the freezer containing my favorite ice cream, strawberry cheesecake. It is of these two things that I dreamed constantly for 13 months. Also close by is our bedroom, with the sturdy, unmoving bed that I built when I first moved to this country 12 years ago. Yes, I am back home.

At times like this, with my Ericson 30 returned to her home at berth T 34, it is good to look back over the 30,000-mile trip and draw conclusions from my journey. It's time to share with you readers what has been collected in the little computer between my ears after 30,000 ocean miles. But first, first I owe you the story about the very end of the ex-

pedition, the climax and peak, the arrival at the Golden Gate where the voyage ended for good.

In the very last installment of the *Equatorial Challenger* I had completed the circling of the globe way out in the Pacific and now needed only to return home. These last 59 days of sailing were not easy. It was wet and bumpy sailing against the wind and the current. It was mostly noisy, cloudy and cold. But after sailing as high as 40 degrees north, *Nord IV* was now very near home. After days and nights on watch, with my eyes submerged in the Star Trac navigation display and my ears full of wet fog, I could shout, "Only 100 miles to the Golden Gate".

Then I had my first conversation with Krystyna, not in her capacity as my wife, but as Secretary of the Expedition.

"Yes, *Nord IV*, we have everything under control. We have news services waiting for you, as well as telegrams from Europe, phone calls from Australia . . . everything is waiting and prepared."

"No, *Nord IV*, there will not be a parade waiting for you as there was for little Samantha. But it is your fault, you had over one year to contact the proper person but you did not. I hope you still remember how to write in Cyrillic. Sorry."

"No, *Nord IV*, there will not be a two-hour TV interview with you as there was with Charles Manson. It is also your fault since you did not murder anyone. What do you expect from a poor sailor?"

"No, *Nord IV*, nobody has offered you \$100,000 for a book like the Watergate criminals. Sorry, but it's just another of your unforgiveable mistakes that you chose sailing rather than burglary."

Back out on the ocean, *Nord IV* is surrounded by fog, fog, and more fog. Almost three days with fog and no rest, but now it is excitement not weakness that drives me. The Golden Gate, only 50 miles to the Golden Gate!

Again I contact Krystyna on the radio, bit this time I do the talking:

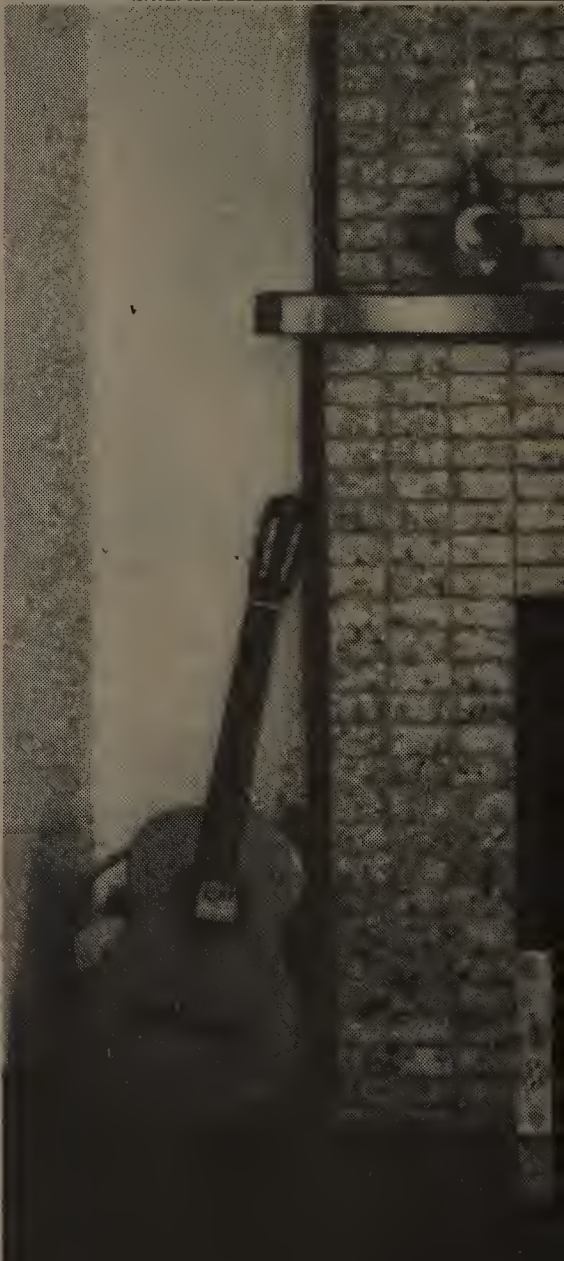
"No, we do not need some cheap kind of celebration. Of course it is my fault that I will not be wearing a green tuxedo like Francis Chichester and smoke an expensive cigar in the companionship of a luxurious cognac. It is my mistake because I believe that a foul

weather jacket is the nicest form of a clothing and that sea water and alcohol never mix. It is my fault that my boat is so small and that I am not rich enough to get fat grants."

"No, we will not accept anything cheap. Our sailing was perfect and it would be unfair for my boat to have her participate in something out of character. Only a few close friends should greet me, don't tell anyone else. Almost keep it a secret."

With the radio off once again I am alone. But was I really ever alone during those 13 months of sailing? I don't think so. Always I had my friends to think about, my land, about the Golden Gate, about the Bay. Also about the hundreds of people who fly white sails between Vallejo and San Jose — these sailors are my comrades, too!

"You are always alone or never alone."



OF A SOLO CIRCUMNAVIGATION

Never alone even if the nearest man is far over the horizon or always alone even if you stand in a crowd." I had written that in my spray-covered log one day, and I still believe that it is true.

Yes, these are the final miles in my long voyage, the last of 30,000 around our planet. Soon I'll pass under the Golden Gate and be on land; after that I don't care what happens.

The Golden Gate Bridge, now I understand why I've been dreaming about it for so long. Like the fragile ribbon that the marathon runner breaks, you dream to pass it and then forget about it.

Krystyna to Nord IV: "Everything is perfect. *Latitude 38's* boat will meet you at Point Bonita at 6:00 to take pictures. There will be

nobody aboard but their crew, Candy and myself. No TV, no other journalists. But UPI will be at the pier as you asked."

Nord IV to Krystyna: "There has been no wind for two hours, I am becalmed in dense fog. I'm afraid I might be late if the wind doesn't start until sunset."

Krystyna to Nord IV: "I am calling our friend Connie immediately. She will ask John on *Tarawathe* to give you assistance. You cannot stay awake a fourth night in a row at the entrance to the Gate bobbing around in no wind and dense fog."

Nord IV to Krystyna: "Roger, do whatever you decide. Thank you for UPI, they are only ones I really like to have at marina."

Back home in the rocking chair, with wife, Krystana.



Fortunately the wind returned soon. After several hours of siesta, it came up so fast and strong I soon had to reduce sail. Then with *Nord IV* passing the Lightbucket, we started to slalom to slow our speed for the rendezvous, and visited just about all of the eight buoys in the ship channel. Thus with lots of wind in the main, painted pale red by the last rays of the sunset and fog, I returned home from the three oceans.

It was *Nord IV* first past Bonita, a little ahead of *Latitude 38's* slightly late arriving boat. But they had a good excuse to be late, having rescued a boardsailor dismasted by the heavy breeze on the Bay. Nearby *Tarawathe* was ready to provide assistance if any was needed.

Then I saw the Golden Gate Bridge. After two months of uninterrupted oceanic monotony, it appeared red with the dying colors of the sun and monstrous in size. The noise from its pulsing stream of automobiles and the hysteric cries of their horns tore the silence apart.

The Bridge on the River Kwai, the Bridge Too Long To Go, all the bridges of Lenin-grad — all the damned bridges I had walked in my entire life melted into the Golden Gate. The super bridge soared like a gigantic balloon rising up, up, up over my head toward the endless depth of the evening sky.

Standing in the cockpit of *Nord* beneath the steel skeleton I counted down, "Ten seconds . . . five . . . three . . ." a pocket recorder freezing my excitement forever. There had not been much exaltation when I closed the loop around the world a month ago, nor when I had arrived in Panama to return to the American continent. But as I sailed under the Golden Gate, when no man or god could take my victory from me, I flew over the seventh heaven of my own agnostic wings.

"Now! Now!" I shouted like a man can shout only once in his life. "We have passed it! We made it! The hell with everything, the expedition is over!" With that the furious wind died just inside the Gate, the sun went to its bedroom, the tape recorder into the cabin, and Cardinal Virtue decided to use his ocean toilet for one last time.

Finally relaxed and happy — and even looking forward to some extravaganza, I was able to locate Krystyna's face protruding over the red body of her lifejacket. Then I saw faces of other friends, then buildings, then streets, then berths. Finally *Nord IV's* tough little fiberglass hull kissed the douglas fir

BACK HOME!

berth of slip T 34 for the first time since the previous May 19, ending the Equatorial Challenger. A part of my life ended on this June 24.

Back in a berth, I was surrounded by a crowd of no more than a dozen — and most of them children attracted by the presence of Cardinal Virtue. I kissed Krystyna for the first time since Cape Town and shook hands with Gene Kohlman, president of Ericson Yachts that had provided me with *Nord IV*, and with his brother Don, also of Ericson. Also present were our neighbors, Tom and Wanda; Bob, with whom I do a lot of climbing; and Connie, commodore of the Half Moon Bay YC.

"For all the lovely girls of the world, first time," I proposed a toast, opening a huge bottle of Stolichnaya. Bang, bang, bang, responded the corks off the bottles of champagne that had been the gift of Connie. Soon more and more friends, friends of friends, and friends of people I didn't even know began to load the interior of my little boat.

"For all the lovely girls of this world, sixth time!" I shouted, and once again everyone's glasses soared with the high spirits of everyone in the boat. Then the UPI people started to walk down nonchalantly, walking over our heads. Then UPI's friend's friends.

"What would you like to say after 406 days of loneliness?" somebody with a cable asked.

"For all the lovely girls of the world — tweeeennnttttyyyy-sixth time!" I shouted, maintaining the speed of the evening.

It was well after midnight that our little Gremlin was completely packed and could carry no more supplies back to our home in Montara. Once home I started reading the telegrams, letters, and making the most important overseas calls. I took a hot shower, had breakfast at a stationary table for the first time in years, and then returned to *Nord IV* for another load.

Back in the present again, the fire in the fireplace had died and the staccato of rain on the window has turned to fortissimo. Once again it's past midnight, but I'm still awake in my rocking chair. While the expedition of two years has been completed, I still have many things to do: return equipment to sponsors, sell surplus, type reports to manufacturers, write stories for magazines, etc.

Krystyna and I later went to Ericson for debriefing and slide presentation, and Ericson later graciously supplied tickets to the

Olympics as well as paying for all our travel. We also did a presentation at Radar Devices Inc. in San Leandro, the maker of the Star Trac. Since there have been many other presentations to companies and clubs.

As I again sit at my rocking chair after midnight, I ponder, "Was it worth it?" I ask myself the question over and over, remembering how Yamashita, the winner of the open judo category in the Olympics, looked

"How do I feel?
I feel awful, and I'm not
talking about money."

on the dais, his sweating face showing pride and joy as he awaited his gold. I see that and I wonder why there is no recognition for sailors who fight not just two hours, but almost two years against a more dangerous opponent than Yamashita had. The gold and silver and bronze medals of the Olympics are awarded at the rate of about 100 a year (averaging the number out). Yet think that only an average of one man a year single-hands around our planet.

What am I asking for? No friends, I am not asking for anything. I only, in some small way, in the name of all of us, want to try and evaluate not only my voyage, but sailing's place in our society, to find out how much our successes, our achievements are worth.

With my slide shows I am able to take in \$500 at best. Sailing magazines rarely pay more for articles. Yet De Lorean asks for \$15,000 to speak at colleges, and an alleged child molester is paid \$25,000 for an interview. A spy telling how he betrayed his fatherland can expect \$250,000 for his book.

How do I feel? I feel awful — and I'm sure you readers know that it's not exactly the money I'm talking about.

Some have said that I should sail only for self-satisfaction and not money or recognition. But I don't agree! Recognition is an important part of any motivation. If we don't care for such stuff, why do people pack stadiums to watch football, soccer, gymnastics, baseball, etc. Why don't marathoners run in private, setting new world records known only to themselves? Why don't authors write the next *Moby Dick* and seal it in a vault unseen by anyone else? Certainly

sailing is for pleasure, but part of it is also for recognition and respect.

I say that if people don't care what we are doing, if nobody else can enjoy it, then that is a sure sign that we have drifted away from the society. And that's a dangerous path to take.

While I certainly got satisfaction from the *Nord IV* expedition, it grated me a little that I had to pay so many of my own expenses. In that way it was like paid sex, or paying to have your own book published. Why must it be that winning on the courts of Wimbledon mean fortune while winning against ocean storms and our own weaknesses mean we ourselves have to put up the fortune to even attempt it?

Nonetheless I did my best, and sailed the little Ericson 30 around the world without the smallest accident, in style, and setting several records in the process. While doing so I had 50 articles published in sailing magazines around the world — a record of another sort. And I continue. I give lectures, I work on my movie "Calms and Storms", I work on my book about planning ocean voyages, and I continue to look forward as far as I can.

Once I said that this circumnavigation hasn't completely fulfilled my passions, and it hasn't. I still dream about sailing around the Horn. Yes, and I will go if there is someone willing to give me the proper boat, equipment, and financial support. But I am not going to beg for it, that time is over.

The risks are simply too big. When Chay Blyth's trimaran *Beefeater* was lost in his brave challenge against the wind, he was not financially ruined because *Beefeater* is a wealthy company. If I had lost my boat — or another boat in a future expedition — I would be ruined. So I will no longer finance any other such expeditions.

Now the first rays of a shy dawn have entered the living room. It is time, like during the days of my soaring over the ocean, for a cup of Brim. But I can't leave my rocking chair, I'm still thinking about my voyage, about Olympic medals, about money, about the equipment necessary to sail the Horn.

This is the last in a series of 12 articles from the *Nord IV* solo expedition for *Latitude 38*. I would like to dedicate this prose to the memory of my friend, John Lusher, who was lost with his crew and boat while I was sailing around the world. Thanks to all of you for reading my stories.

— andrew urbanczyk



MERRY CHRISTMAS!

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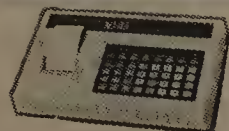
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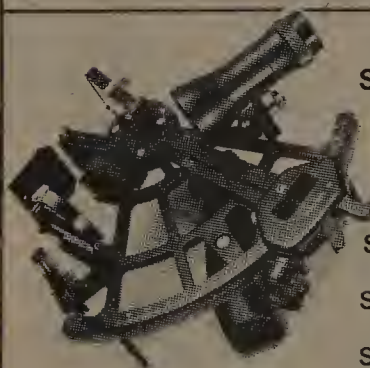
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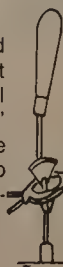


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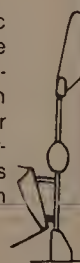
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THE RACING

This month's Racing Sheet has an update on the **St. Francis 6 Meter** program, a report from the **Sardinia Cup**, a preview of the **Etchells 22 Worlds**, **BOC Challenge** and **racing seminars** sponsored by the **Sausalito Cruising Club**, and more!

6 METERS

Here's a trivia question for you: Which match race challenge sailed in meter boats did the United States not lose to the Australians in 1983?

Bay Area sailors should be able to guess this one. It was the American-Australian Challenge Cup, which the St. Francis YC successfully defended for the sixth straight time since the inception of the event in 1968. San Bruno's Paul Cayard skippered the 6 Meter *St. Francis VIII* to a 4-1 series win over the Aussies *Pacific Highway* from the Royal Prince Alfred YC. Sailed in May on the Berkeley Circle, the series saw the Aussies win their first race ever in the history of the Cup. Four months later off the coast of Newport, Rhode Island; of course, the boys from Down Under turned the tables on the Yanks and won the other match race series, the America's Cup.

The sailors at the St. Francis YC, painfully aware that the Aussies would love to repeat their 12 Meter victory in the 6 Meters, are gearing up for the next Am-Aus Challenge defense in January, 1986. First, they'll tune up at the 6 Meter Worlds, to be held in Cannes, France, this coming April. Then they'll ship their boat to San Francisco Bay for more training before heading west to Sydney. (Unlike the America's Cup, the Am-Aus Cup alternates between countries no matter who wins.)

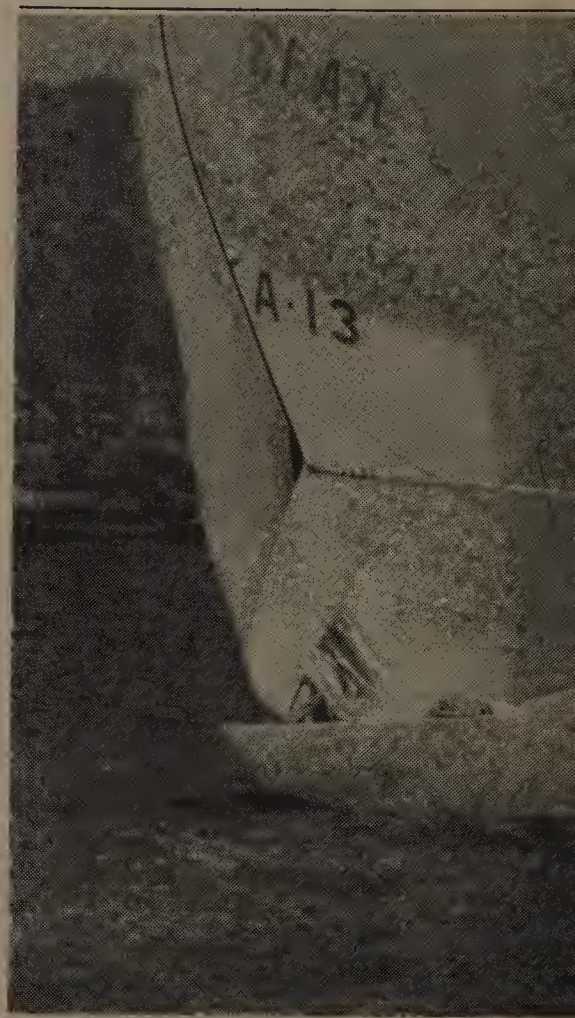
According to R.C. Keefe, one of the originators of the Challenge Cup and now a key member in the St. Francis syndicate organizing and funding the campaign, they will leave no stone unturned. Their boat was designed by Sweden's Pelle Petterson, whose designs have won the last three 6 Meter worlds and who did their last boat, *St. Francis VIII*. Mill Valley's Commodore Tompkins, who has commissioned all of the pre-

vious St. Francis boats and never had a breakdown in the Challenge Cup races, will oversee assembly of the new boat. He has been working with Alameda's Carl Schumacher on the deck design, which will differ from Petterson's standard layout. Alameda's Dave Hulse will construct the rig, Alameda's North Sails will make the 31 sails; and the winch package will come from Barient.

Commodore is also working on a bailing system which has been referred to the Tompkins Memorial Flushing System. 6 Meters are known as very wet boats and with 80 percent ballast in their hull, it doesn't take much to sink one. The problem is exacerbated by the location of the Am-Aus Cup



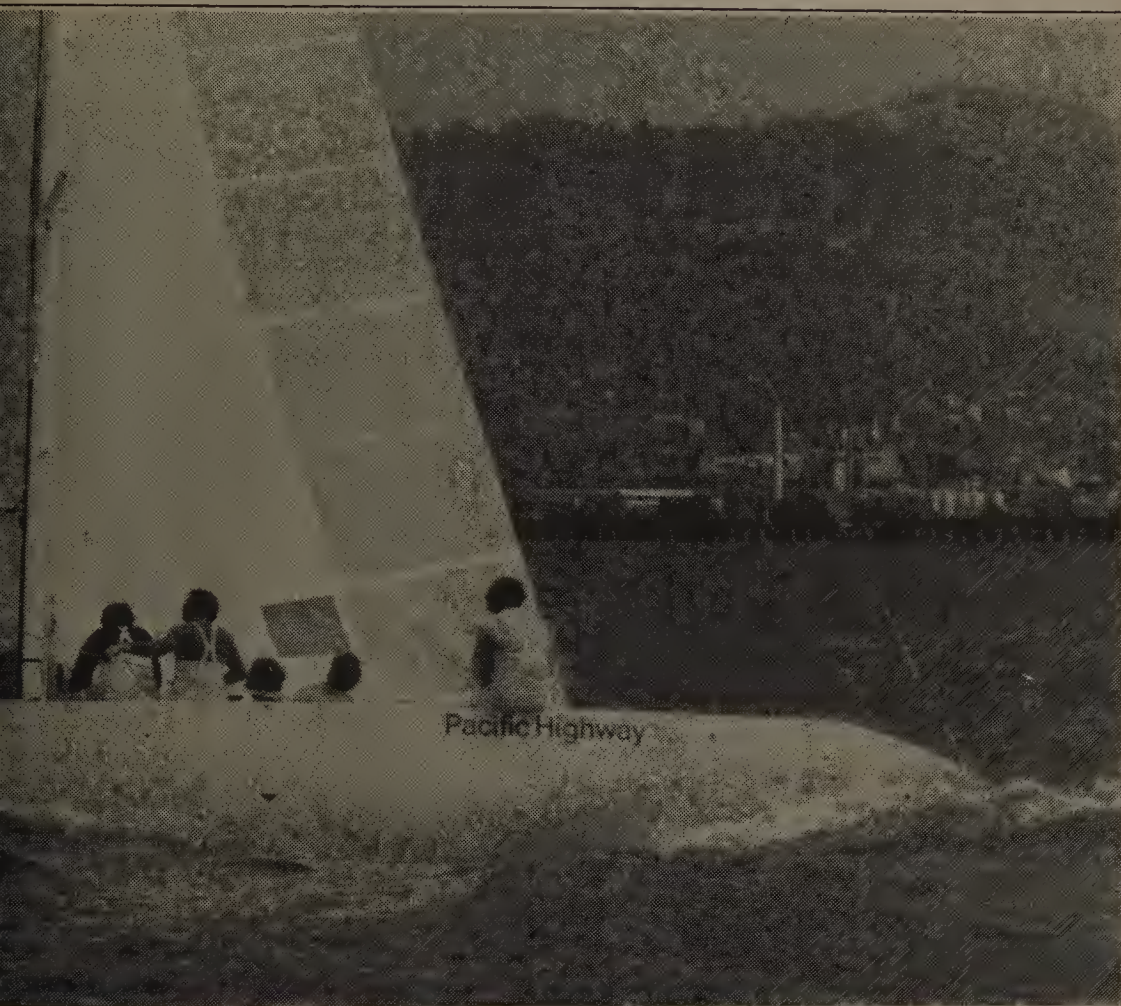
Gary Edwards, Pat Vincent and Greg Paxton winning their third straight Wabbit Worlds on the Berkeley Circle.



races — on the windy and choppy Manly Bay near Pittwater. St. Francis skipper Tom Blackaller, and crew Don Kohlman, Hank Stuart, Ken Keefe and Commodore want to make sure they get around the course, not under it!

After a month of training in Cannes, the group will meet some 40 or more other 6 Meters for the Worlds. R.C. Keefe expects strong entries from Italy, Switzerland, Austria, Norway, Sweden and Denmark. Several American boats are expected as well, including *Chinook* from Seattle, which took second at the last worlds while being sailed by Olympic gold medalist Carl Buchan. Paul Cayard, who had wanted to sail the St. Francis boat, as did Olympic silver medalist John Bertrand, will have the helm of a boat from Cabrillo Beach and should be very tough. There will be at least five new Petterson boats sailing, as well as some from another top Swedish designer, Peter Norlin.

After the worlds, the St. Francis boat will return to the Bay Area for training and perhaps a major regatta with some of the other American 6's. Then it's on to Australia, where they will probably meet their Am-Aus rivals for the first time. The Aussies have never been keen on traveling all over the globe with 6 Meters, and as a result their boats, even if fast, have not always been well sailed. *Pacific Highway*, for example, could very well have been as good or better than



LATITUDE 38° SHIMON

and most of them, but not all, are men — these expensive, sophisticated, and high tech machines to be elitist and sometimes downright snobby. In some cases, we're sure that's true. Other IOR sailors are among the nicest people you could ever want to meet. It is, when all is said and done, another human endeavor, with all the pathos and spirit that accompany anything this crazy two-legged animal attempts.

While our job is usually to report who did well in IOR events and why, it's fun to look at the less glamorous side sometimes. Following are some excerpts that we think lend themselves to this end. They were part of a longer story written by Nick Gibbens of Santa Barbara, who was crewing on the Peterson 45 *Secret Love*, owned by L.A.'s Brad and Barbara Hermann, during the September 4-14 Sardinia Cup in the Mediterranean.

A group portrait for a portion of the 150 people who attended the Snipe Reunion at Richmond YC on October 20th.

The Australian 6 Meter 'Pacific Highway' during the 1983 Australia-America Challenge Cup. Was she faster than her record showed?

St. Francis VIII, but her crew had never sailed her before the challenge races in 1983. By the time they got up to speed it was too late. Keefe also expects that their boat may very well have wings on her keel

on the action as well. The 1987 6 Meter Worlds will be held on the Berkeley Circle. Keefe estimates that for less than \$100,000 a group could put together a competitive campaign. The *St. Francis* syndicate certainly has the edge in experience, but as the Aussies proved in 1983, winning streaks are made to be broken!



SARDINIA CUP

We realize that racing big boats, also known as IOR sailing, isn't everyone's idea of fun. Many consider those who man —

The Sardinia Cup is one of the big five events of the international IOR circuit, which also includes the Southern Ocean Racing Circuit (SORC) in Florida, the Hawaii Clipper Cup, the Australian Southern Cross and England's Admirals Cup. *Secret Love* was part of a three boat U.S. team which ended

like the 12 Meter *Australia II*, although many people think the idea may not work as well on a smaller boat.

If all goes well, the *St. Francis* group hope to come home with both the world and challenge cup titles. They also want to encourage other Bay Area clubs to consider getting in

MIDWINTER

METROPOLITAN YC

Saturday:

PHRF I — 1) *Bella Donna*, Olsen 8.23, Daniel Woolery; 2) *Blazin' J*, J/27, Don Trask; 3) *Special Edition*, Wilderness 30, Eric Sultan.

J/29 — 1) *Smokin' J*, John Williams; 2) *Black Lace*, E. Tankersley/H. Macken; 3) *Potsticker*, Kirk Denebeim.

Santana 35 — 1) *Riff Raff*, Jack Air; 2) *Dance Away*, Robert Bloom; 3) *Hurly Burly*, Richard Savoy.

Merit 25 — 1) *Half Fast*, Ron Landmann; 2) *Twilight Zone*, Paul Kamen; 3) *Tattoo*, Quararone/Stolz.

J/24 — 1) *Dejavu*, Chris Perkins; 2) *American Beauty*, Ray Delrich; 3) *Son of Tidebuck*, Dinny Waters.

PHRF II — 1) *Unity*, Capo 26, Bud Frazee; 2) *Gold Rush*, Martin 242, Pat Regan; 3) *Zot!!*, Choate 27, Robert Hrubec.

Express 27 — 1) *Friday*, John Liebenberg, RYC; 2) *Frog in French*, Kame Richards; 3) *Sweet Pea*, Seadon Wijsen.

Santa Cruz 27 — 1) *Sumo*, Jim Livingston; 2) *Fugawi*, John Bosche; 3) *Dynaflo*, Mark Dini.

PHRF III — 1) *El Gavilan*, Hawkfarm, Jocelyn Nash; 2) *Predator*, Dan Newland; 3) *Mona Too*, Catalina 30, David Haleby.

Newport 30 — 1) *Roquefort*, Bob Marshall; 2) *Cygnel*, Nick Abitsch; 3) *Esprit*, Robert Stephens.

Cal 2-27 — 1) *Huffin*, Jerry Olson; 2) *Party Line*, Barnhill/Graham; 3) *Zephyr*, Bruce Nesbit.

Thunderbird — 1) *Lyric*, James Newport; 2) *Apple Pie*, Austin O'Brien; 3) *Ethel-O*, James Graham.

PHRF IV — 1) *Greeneyes*, Ranger 23, David Nydell; 2) *Hawk*, Albert 30, Wren Steve Collins; 3) *Madman X Water*, Santana 20.

Coronado 25 — 1) *Naressia*, Bobbi Tosse, BYC; 2) *Cibola*, Patrick Broderick.

Santana 22 — 1) *Diana*, John Skinner; 2) *Tara*, Howard Brunn; 3) *Ms. America's Pie*, Frank Healy.

Sunday:

PHRF A — Race 1: 1) *J Spot*, J/29, Tom Fancher.

METROPOLITAN YC — CONT'D

2) *U.S.A.*, Sovereil 33, John Kostecki; 3) *Smokin' J*, J/29, John Williams. Race 2: 1) *U.S.A.*; 2) *Scoop*, Wylie 34, Ken Shaff; 3) *Smokin' J*.

Olson 30 — Race 1: 1) *Sundance*, Rob Magoon/Steve Zevanove; 2) *Zephyros*, Dave and Ann Oliver; 3) *Saint Anne*, Richard Heckman. Race 2: 1) *Saint Anne*; 2) *Zephyros*; 3) *Naked Aggression*, Perry Matthews.

PHRF B — Race 1: 1) *Loose*, Custom, Jerry Fisher; 2) *Flyer*, Peterson 33, Dennis Robbins; 3) *Harmony*, Ericson 35-2, Jeff Winkelhake. Race 2: 1) *Harmony*; 2) *Flyer*; 3) *Fugawi*, SC 27, John Bosche.

Islander 36 — Race 1: 1) *Juggernaut*, Frank Tom-sick; 2) *Grumpy Dog*, Cyndy Hessenbruch; 3) *Tom Cat*, Alan Sebastiani. Race 2: 1) *Grumpy Dog*; 2) *Juggernaut*; 3) *Tom Cat*.

PHRF C — Race 1: 1) *Magic Jammies*, Wave-length 24, Charles Witcher; 2) *Zot!!*, Choate 27, Robert Hrubec; 3) *Pearl*, Olson 25, William Riley. Race 2: 1) *Concubine*, Ericson 30+, Ev Lester; 2) *Temerity*, C&C T2, Donald Larwood; 3) *Magic Jammies*.

Moore 24 — Race 1: 1) *Adios*, D. Hodges/S. Walecka; 2) *Sweetie*, Bruce Hayes; 3) *Presto*, Howard Wright. Race 2: 1) *Snafu U*, Mark Berryman; 2) *Equinox*, Clifford McGuire; 3) *Presto*.

Wylie Wabbitt — Race 1: 1) *Bad Bunny*, Colin Moore; 2) *Mr. McGregor*, Kim Desenberg; 3) *Keala*, Carlos Badell. Race 2: 1) *Keala*; 2) *Mr. McGregor*; 3) *Ricochet*, Gene Harris.

PHRF D — Race 1: 1) *Half Fast*, Merit 25, Ron Landmann; 2) *Class Action*, Catalina 30, Dean Dietrich; 3) *Muffin Monster*, J/24, T. Moody/J. McTavish. Race 2: 1) *Stewball*, J/24, Jim Bock, RYC; 2) *Twilight Zone*, Merit 25, Paul Kamen; 3) *Class Action*.

Cal 29 — Race 1: 1) *Boog-A-Lo*, Nancy Rogers; 2) *Fantasy*, Doug Clark; 3) *Gusto*, George Neill. Race 2: 1) *Gusto*; 2) *Boog-A-Lo*; 3) *Fantasy*.

PHRF E — Race 1: 1) *Antares*, Islander 30 II, Larry Telford; 2) *Wildflower*, Cal 27, Brian O'Donoghue; 3) *Con Carino*, Cal 2-27, Gary Albright. Race 2: 1) *Antares*; 2) *Wildflower*; 3) *Temptation*, Cal 2-27, Rollye Wiskerson.

Ranger 23 — Race 1: 1) *Twisted*, Don Wleneke; 2) *Rapid Transit Jr.*, Suzanne Sylvester; 3) *Nightwind*, Richard Sloan. Race 2: 1) *Twisted*; 2)

up finishing fifth in the series. Nick is no novice in this type of sailing, having been a regular for the past several years on Irv Loube's Frers 46 *Bravura* from Richmond.

"As we neared the lighthouse off which somewhere lay our mark, we suddenly saw port and starboard running lights heading at us just ahead. It turned out to be *Nittisima* [skipped by San Bruno's Paul Cayard -ed.] followed closely by *Enterprise* with *Bla Carat* of Sweden not far astern. This not only helped us find the mark but enabled us to see what point of sail they were on and plan our sail combination a little in advance. As we



'Secret Love', left, during her most recent Bay Area appearance: the 1983 Big Boat Series.

LATITUDE 38/RICHARD

rounded the mark we were blinded by a spotlight from an Italian Navy boat checking sail numbers.

"*Matteo II*, a Frers 48, rounded just ahead of us, giving us the opportunity to hop on her wake for a tow back toward Porto Cervo. After an hour she started sailing above our course home, putting us in a difficult position: should we continue to sail away from our competition and go a half a knot faster, or break out of her stern wake and sail a slightly slower yet more direct course? We chose the latter, but not after having sailed a mile or two above the rhumb line. We made

the right choice but probably a little too late: the wind began to increase and lift us. We had to head just about dead down wind in order to sail as few miles as possible, but as the wind built to 30 knots, this became increasingly difficult and risky.

"We managed to get back down to course, but the boats inside had clearly gained a bit by being able to sail higher and a shorter distance to boot. We were quickly coming to our jibe point where we were to take a forty degree jaunt to the right down the shoreline

to the finish, still some twenty miles away.

"We awoke the off watch and made ready to jibe. It was blowing a steady thirty by now and there was an eerie glow in the eastern sky as the sun approached the horizon. Once everyone was acclimated to the light, Donny Anderson went to the bow with the new guy. The new port sheet got hung up on the outboard end, preventing the pole from swinging into the bow. Finally, the sheet was eased and the pole came forward. Donny made the new guy, but as the main

RESULTS

METROPOLITAN YC — CONT'D

Shanghai Lil, Joseph Boone; 3) Snow Storm.

PHRF F — Race 1: 1) *American Pie*, Sabre, Jack Hammer; 2) *Mintaka*, Triton, Gerry Brown; 3) *Naressia*, Coronado 25, Bobbi Tosse. **Race 2:** 1) *American Pie*; 2) *Cinnabar*, Cal 25, Ed Shirk; 3) *Adlib*, Kiwi 24, Dustin Meuse.

PHRF G — Race 1: 1) *Bantana*, Santana 22, Lloyd Banta; 2) *Jubilee*, Ariel, Don Morrison; 3) *Spish-Splash*, Cal 20, John Green. **Race 2:** 1) *Windhover*, Islander 26, Bob Miller; 2) *Bantana*; 3) *Jubilee*, Ariel, Don Morrison.

Folkboat — Race 1: 1) *Folksong*, Michael Waldear; 2) *Windy*, Eric Carlise; 3) *No Name*, Dave Paxton. **Race 2:** 1) *Folksong*; 2) *Windy*; 3) *Emma*, Gary Glymer.

GOLDEN GATE YC

IOR A: 1) *Wolfpack II*, Peterson 48, Leland Wolf, CPYC; 2) *Jubilant*, Frers 54, Jack James, SBYC; 3) *Blade Runner*, R/P 48, Bill Twist, Jr., StFYC; 4) *America*, Serendipity 43, George and Richard Mann, StFYC; 5) *Ghost*, Peterson 46, D. Stiles/D. Marion, StFYC.

Olson 40 — 1) *Prime Time*, Bob Lund, EYC; 2) *Outrageous*, Richard Linkmeyer, SCYC; 3) *Pusillanymous* 3, Bob Alexander, StFYC.

IOR B — 1) *Clockwork*, Nelson/Marek 41, B. Pingree/L. Otterson, SFYC; 2) *Bondi Tram*, Frers 41, Peter Stocker, StFYC; 3) *Wall Street Duck*, Schumacher 38, C. Corlett/J. Robinson; 4) *Leading Lady*, Peterson 40, S. Reisch/B. Klein, RYC; 5) *Tsunami*, Castro 40, John Cains, BYC.

PHRF II — 1) *USA*, Soverel 33, Steve Jeppesen, StFYC; 2) *Hot Flash*, Santa Cruz 27, Bren Meyer, GGYC; 3) *Tres Equis*, Beneteau 10, Rick Lowrey, SYC; 4) *Chamade*, Aphrodite 101, John Stocker, CYC of Seattle; 5) *Re Quest*, Express 37, Glenn Isaacson, SFYC.

IOR C — 1) *Abracadabra*, X 102, Dennis Surtees, StFYC.

No finishers in the following fleets: Tartan 10, PHRF III, Islander 36, IOD, PHRF IV, J/24, PHRF V, Catalina 27, Knarr, PHRF VI, PHRF Non-spinnaker, Santana 22. Make-up race to be held March 3, 1985.

SAUSALITO YC

Division A — 1) *Tres Equis*, Beneteau 10, Rich Lowrey, SYC; 2) *Dona Mia*, Cal 2-29, Van Sargent/John Amen, SYC; 3) *PDQ1*, J/36, Bob Maloy, SFC; 4) *Jeito*, J/24, Gordon Smith, SYC; 5) *Green Buffalo*, Cal 40, Clarence Nelson, SYC.

Division B — 1) *Peer Gynt*, Knarr, Kjell Skaar, CYC; 2) *Mistress III*, Tartan 41, Larry Walter, SYC; 3) *Sabre*, Sabre, Charlie Beirne, SYC; 4) *Coracle*, Cal 39, Andy Egler; 5) *Toujours*, Cal 30, Jim French, SYC.

SAUSALITO CRUISING CLUB

Spinnaker 1 — 1) *Chamade*, Aphrodite 101, John Stocker; 2) *Absolute* 30, Wylie 33, Keith MacBeth, SCYC; 3) *Sonatina*, Kaufman 30, Peter Corlett, PYC.

Spinnaker 2 — 1) *Peer Gynt*; 2) *Roquefort*, Newport 30, Bob Marshall, SCC; 3) 3 Sheets, Sprinta Sport, Tony Soter, CSC.

Spinnaker 3 — 1) *Twisted*, Ranger 23, Don Wieneke, SYC; 2) *Howlin Owl*, Excalibur, Van Jepson; 3) *Perezoso*, Excalibur, Linda Kasper, SCC.

Non-Spinnaker 1 — 1) *Inshallah*, Santana 22, Shirley Bates, SYC; 2) *Ad Lib*, Kiwi 24, Dustin Meuse; 3) *Gusty*, Santana 22, Mike Bykoff, RYC.

Non-Spinnaker 2 — 1) *Bartant*, Ariel, Skip Henderson, SCC.

Columbia Challenger — 1) *Suzy Q*, Jim Van Blarigan; 2) *Rurik*, George Gromeko, Los Gatos YC; 3) *Shay*, Rich Stuart, SCC.

WOMEN'S RACING ASSOCIATION

Division A — 1) *Red Stripe*, Olson 30, Rhonda Fleming; 2) *Hot Lead*, J/29, Earlene Tankersley; 3) *Half Fast*, Merit 25, Glenda Carroll.

Division B — 1) *Legacy*, Ranger 29, Susan Hoehler; 2) *Happy*, Santana 22, Barbara Kerr; 3) *Rapid Transit, Jr.*, Ranger 23, Suzanne Sylvester.

Division C — 1) *Inshallah*, Santana 22, Shirley Bates; 2) *Nemesis*, Santana 22, Anna Peachy; 3) *Constellation*, Islander Bahama, Sandi Harris.

off again.

"We were now on a beamish reach in a puffy 25 knots heading to finish via a leeward mark and a small weather leg. Our jury rigged pole lasted about three minutes before crumpling and just lying against the headstay, not quite collapsed. This was okay and we didn't mess with it. It was clear by now we were not going to win this one."

This next passage describes Nick's attempts to sleep after completing a 140-mile beat from Sardinia to the southern coast of France in a 50 to 60 knot Mistral wind.

"Once relieved from watch, all I could



think of was sleep, which none of us had really had for 48 hours. The state of the boat below is very difficult to describe to anyone who does not know what a wet IOR boat can get like on a windy beat. The bilges are so shallow that any water that comes below is underfoot. Add to the varnished floor a little diesel and you have quite a mess!

"If you stay on one tack long enough, say through four or five watch changes, you can get comfortable. There's a dry place to leave your bag and a dryish place to lie down on the weather side. During the last 25 miles of our beat, however, the shifts were large

came across things got a little iffy in the control department.

"Just as the pole was getting squared, the boat took a wild gyration to weather throwing *Secret Love* on her beam ends. This was after at least a minute of sailing with no control over the spinnaker at all. The helmsman had done all he could. As we lay on our side trying to right our wrong, our carbon fiber spinnaker pole was slamming itself against the head stay. It probably hit about 20 times before finally breaking. Then it was a fire drill

to get the spinnaker down before someone was hurt or we did another gyration.

"We got a #1 up quickly and sorted out the mess. It was light now and we could see other boats all around us, some big, some small. There were still 15 miles to the finish and we needed a spinnaker, so we set to work repairing the broken pole. Using our reaching strut and emergency tiller as splints, we lashed them to the pole with 100 feet of light spinnaker sheet and about half a role of duct tape. Up went the 1.5 reacher and were

THE RACING SHEET

enough to demand tacking on them. Once you tack your whole world turns upside down.

"Short tacking only adds insult to injury. By the time you get comfortable and start to feel drowsy, it's usually time to come-about. The watch on deck would pound on the aft hatch and shout "tacking." This brought a loud moan from those below who knew they only had a few seconds to get up, grab their cushion, blanket and seabag and high tail it to the other side. The water rushes past as you climb into a damp spot on the new weather side and try to get comfortable."

"We pumped often, but the boat leaked a lot and it only took about five gallons to make it wet below. The bilge could have helped to collect it in one place and to keep it from running up to the gunwhale when the boat was on beam ends."

RACE NOTES

The **Etchells 22 World Championships**, held from November 26th to December 2nd in Sydney, Australia, drew three Bay Area teams in what was expected to be a 68-boat fleet. Richmond's Bert Clausen and crew Jens Hansen and Mark Starrett, Mill Valley's John Ravizza and crew Russ Williams and George McMeans, and Mill Valley's Bill Barton with crew Kent Massey and Russ Silvestri all winged their way Down Under for the event.

All three skippers have sailed the Etchells for several years and are enthusiastic about the 30-footer. Clausen and Ravizza were among the first, along with Sausalito's Hank Easom, to own E 22's on the Bay. Barton, formerly a heavy aficionado of IOR sailing, has recently traded time between the Etchells and another one design, the 26-ft Soling, sailing with Tiburon's Jeff Madrigali in last summer's Olympic Soling Trials.



LATITUDE 38/RICHARD

Shortly before leaving for the races, Barton was optimistic about the local's chances. Conditions should be windy and choppy on the Manly Circle north of Sydney, which will make it just like home for the San Francisco Bay sailors. Last year Barton and Massey took individual finishes of third and fifth in the heavy air races at the worlds in Rye, New York. Look for details next month.

The **Sausalito Cruising Club** will host four racing seminars during the coming winter months. On December 5th, sailmaker and IOR mavin Dee Smith will discuss tactics. On January 2nd, sailmaker Jocelyn Nash addresses sail cloth and construction. Yet another sailmaker, Kame Richards, takes the floor on February 6th to expound on tides and currents of the Bay. The speaker for the final session on March 6th, has yet to be announced. At \$5 per session and \$15 for all four, this is a hard to beat deal. Call 332-9349 or 495-6500 for more information.

Palo Alto scientist and boat designer Alan Adler reports he's working on a 60-ft ketch for entry in the **1986-87 BOC Challenge** around the world singlehanded race. The boat is for Bill Grant, a doctor now practicing in South Africa and an experienced ocean racer. The boat's proportions will be similar to Alan's Fast 40, with the beam measuring

'Pacific Sundance', one of the hot new Farr 40's seen here during the 1984 Clipper Cup, is now owned by S.F.'s Bob Rita and sailing on the Bay.

about 1/5 of total length. At 18,000 pounds, it will be very light, but more beefed up than the Fast 40. Oakland's Gary Mull has been assigned the structural design for the aluminum hull, which will be fabricated in Cape Town at Cen Marine. Alan hopes construction will start in the next few months, and be completed by the end of next summer.

Andrews choice of a ketch rig is an interesting one, as are many of his concepts. Most of the publicity from the 1982-83 BOC Challenge race went to the winning *Credit Agricole*, a 56-ft sloop from France. As a result, several prospective contestants in the next race, such as Santa Monica's Dan Byrne want a big sloop for the next race. Adler recalls, however, that up until the end of the second leg of the four part journey, the ketch *Gypsy Moth V* was very much in the running. Skipper Desmond Hampton put the wooden beauty on the rocks only a day's sail from Sydney to end his chances. Adler is betting much of the race will be sailed on a reach, where the ketch can set more sail area than a sloop. The split rig also makes for easier sail handling. Time will tell if Adler is correct.

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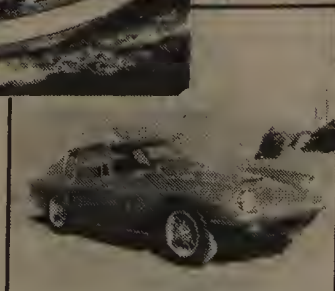
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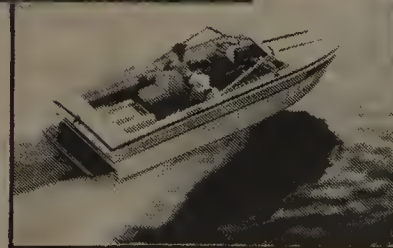
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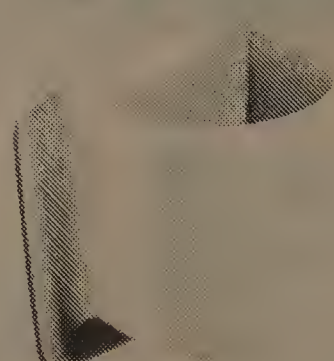
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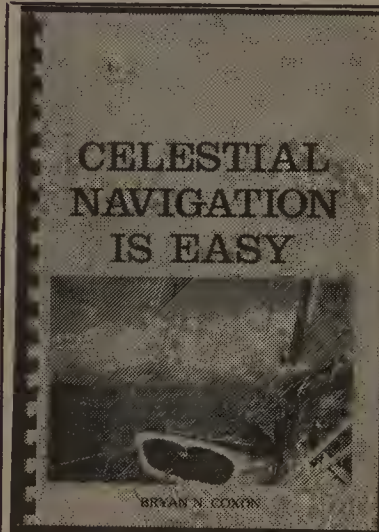
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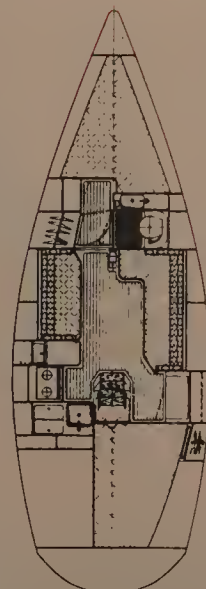
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CHANGES

With reports this month from **White Cloud** in Costa Rica; **Esperanza** in the Marquesas; **Yellow Rose** in La Paz; **Mas Alegre** in Tonga; **Free Bird** in La Paz; **Scouter** in Loreto; **Sea Dreamer** in Oregon; **Your Boat** in Mexico; **Mar y Vent** in San Carlos; **Dominaut** in Laguna Niguel; **Baba Wawa** in Isla Mujeres; **Wind Ra** at Papeete; **Percius** and **Mr. Mexico** on the east coast; and **Cruise Notes**.

White Cloud — 58-ft schooner **Paul and Susan Mitchell** **Golfito, Costa Rica** **(San Diego)**

White Cloud is indeed alive and well in Golfito, Costa Rica. After a year-and-a-half in Mexico we had a slow, uneventful sail from Acapulco straight south until we hit the doldrums, then straight east until we came to Golfito. Not much out there but lots of light air.

We have taken advantage of the fine hardwoods available here at very low prices to get a lot of work done on our 54-year old 58-ft schooner. We are not only keeping up with normal maintenance, but also have made many improvements this summer, including laying a new cabin sole in a wood similar to cherry. The sail loft in the foc'sle meanwhile has been a help to other yachts passing through and has kept beans and rice on our table.

We've seen 43 sailboats come through here in the last six months.

Goin' south to Panama and Caribbean (except where noted):

Renaissance, San Diego
Irish Rover, Seattle
Vagabundo del Mar, San Diego
Retriever, Port Townsend
Skua, San Francisco
Moonshadow, Alaska
Mariah, Stockton
Bug Off, Long Beach
Six Pack, Germany (Cape Horn)
Fair Winds, Alaska
Snow White, San Francisco
Jabberwocky, San Francisco
Seepferdchen, Germany
Fiesta, California
Baba Wawa, Portland
Re-Nai Mondai, Los Angeles
Vagabond, Los Angeles
Clytie, Los Angeles
Nina B, Colorado
Trishen, San Francisco
Haig Mats, Los Angeles

Koukla, New York
Going' north to Mexico and the States (except where noted):
Carousel, San Diego
Chez Cherie, St. Thomas
Felice Serena, Los Angeles
Quixote, Philadelphia
Palma, Denmark (South Pacific)
Barbara, Italy (South Pacific)
Adagio, San Diego
Eileen Rose, Duluth
Mir, Delaware
Lamlash, Australia (Australia)
Isobar, San Francisco
Jason, Germany
Reve Mouille, Seattle
Morning Star, Philadelphia
Gypsy Song, California
Ondine (the maxi)
HMCS Oriole, Victoria
Triple Sec, Los Angeles
Scrimshaw, St. Thomas
Sans Pareil, South Africa
Ran, Denmark

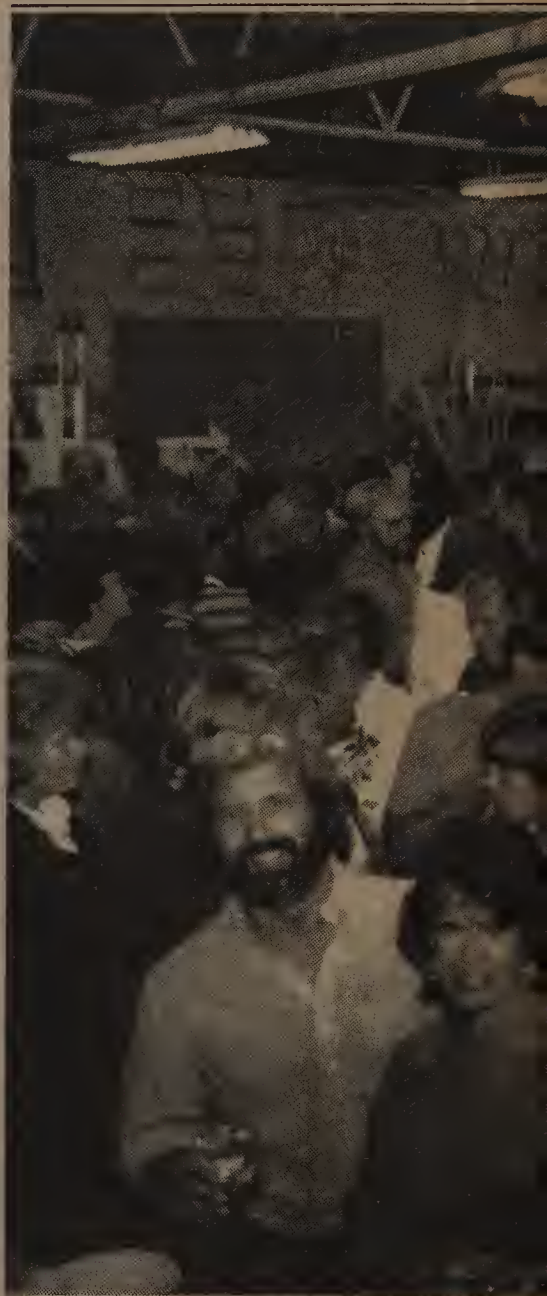
As soon as we can get some photographs together we'll write an article about Golfito.

We hope you and others make it to Zihuatenejo this year. The two best things about the place we found after we had mailed in the story to you. One is a very outrageous guy named Freddy who has a fine restaurant called "Coconuts". Great food in a garden — candles and Japanese lanterns. Bar is upbeat with the best tape collection south of the border. Sit there a few hours and you'll see everyone in Z-town and most of the yachties.

The second discovery is Isla Grande, ten miles north. Nice anchorage, good diving and windsurfing — prettiest place and clearest water since the Sea of Cortez. A few palapas on the beach and a few day tourists, but nothing like Yelapa!

— paul and susan (11/5/84)

Esperanza — Yankee Clipper 41



Fred Boehme and Jo Lawlor and cat Taiohae, Nuka Hiva, Marquesas (Moss Landing)

Greetings from latitude 9° south! *Esperanza* once again trekked the unusual course, this time to the Marquesas. The destination isn't so different, but we beat from Papeete when the cruising fleet was reaching by us in the other direction. Why would anyone sail against the tradewinds 700 rhumbline miles (actually 1,800 miles by the time we tacked here), the sane sailor asks? En route from Honolulu to French Polynesia, we broke a crucial chainplate, so we couldn't point to weather well. Once again the ham radio really helped us out. We got ahold of our friend, Dan Hewitt of *Desperado*, who suggested a super jury rig that got us into Papeete to repair the broken chainplate and three other vulnerable ones.

We're ketch rigged with split main backstays. The chainplate that sheared off was



PAT MILLER

and even a homebrew treatment like dabbing on boiled oatmeal water help once they gotcha. They're not everywhere, and, cheer up, they may not even like you!

We want to reiterate something that's beginning to get around but bears repeating about visas. The French government in French Polynesia is now enforcing a rule that's been on the books for years but often overlooked. A *three-month visa obtained from an embassy or consulate outside of French Polynesia is not renewable* — without a headache. We know of a couple of America boats that planned to spend hurricane season in the Societies, but were forced to leave at short notice because of visa problems. Either get a six-month visa, which is renewable by writing a letter to the High Commissioner in Tahiti, or come in with no visa at all, and get it down here. Currently (October '84), we understand that visas issues in the Marquesas are only renewable in Tahiti.

Update on cruisers: Our dear friend and chainplate advisor, Dan Hewitt and his first mate, Karen Light aboard *Desperado*, are now living in a Ventura slip. Dan's again flying the big birds for TWA out of Chicago. Karen's a new ham . . . N6LAR . . . yeah!

Debby and John Dye sailed *Flying Gull* to Hawaii where she now sits on the hard in Hilo. John's returned to boatbuilding in Oxnard, Deb's either on the Big Island trying to buy property, staying in Honolulu in the Ala Wai with friends, or back in California with John. As usual, she's still moving fast!

Sanctuary, out of Portland, with Mike McKeown and Ardeth Lobet, is anchored next to us, and we hope to sail together from Ua Pou, through the central Tuamotus and on to the Societies. They spent winter '83-'84 in the Bay Area, sailed down the coast and left San Diego in July, dodging a couple of the early hurricanes. Near the Equator, their headstay broke, but their jury rig brought them into the Marquesas without further problems. They put into uninhabited Eiao to repair; it's the most northeast island

There was a big crowd at Pacific Marine Supply's Cruising Kick-off Party in San Diego.

we decided to ride with it, not sail into it. We ended up in Fare, Huahine, a lovely landfall. Since you get 30 'free' days before you need to post your bond and have a visa, we waited until Papeete to do the business.

The 19-day beat from Papeete, through the Tuamotus, to Tahuata was worth every hard-earned mile in my estimation. We love the Marquesas; the unfailing generosity of the people (outside of the towns), the abundance of wild fruit and the history visible as you walk in the valleys where pai-pai's — the old rock foundations — tell of days gone by, make this group of islands special to many cruisers. It's not all idyllic, though. If you plan to visit the Marquesas for the first time, you should know about the no-see-ums, or no-no's, the teeny-tiny flying insect with teeth larger than a 110 genoa. If biting bugs like your bod, be prepared! Cutters, Off, and mosquito coils help with prevention; anti-itch creams like hydrocortisone ointments

the port aft which supports both the main backstay and the mizzen backstay. What we finally did was to saw off a 12-ft lenth of anchor chain and make a loop with it out a scupper and in a hawsehole in the cockpit, shackling it together and backing it with 2x4's so as not to gouge the fiberglass. We then bolted the stays through links of the chain, keeping the same line of pull. This took a little fooling around; we had to remove another couple of links from the chain to allow the stays' turnbuckles proper tension/take-up. And we secured the wire and line mizzen halyards as well as the spare main halyard as 'back-up' stays. After 36 hours of hove-to-bouncing in ten-foot seas, we again made for French Polynesia.

Then four days out of Tahiti a southwest gale brewed up. With our questionable rig

CHANGES



which few cruisers visit. So far they've spent two months circumnavigating Nuka Hiva and are doing it the way I wish we could cruise every island: slowly, with lots of interaction with the local people.

We are aware of four boats still on their way from the Galapagos (in October!) including *Excalibur*, the 24-ft rowing boat with Curtis and Kathleen Saville at the oars. Some of you may remember their row across the Atlantic. They lost their sextant when Curtis was swept overboard three weeks ago, but thanks to their navigation skills and a homemade astrolabe, they knew where they were. The Coast Guard helped confirm this by homing in on *Excalibur's* amateur radio signal from a few locations, and giving them a position. They were only 60 miles off their DR, pretty damned good, I say, considering they were using equipment of Captain Cook's era!

— fred and jo (10/19/84)

Yellow Rose – Islander 36

Rob Howard, Linda Scott, Fat

Elizabeth (ship's cat)

La Paz, Mexico

(Avalon and Sausalito)

This is my first letter to *Latitude 38*, also my first letter to a magazine. Actually, as my friends and relatives will testify, this is my first letter!

Be that as it may, I received a copy of your September issue, courtesy of Scott and Katie of *Midnight Rambler* who flew down to visit and ponder the question, "Why did we sail back up to San Diego?"

I am prompted to write after reading *Serendipity's* article in that issue's *Changes in Latitudes* and being referred to as "that daring Islander 36". Is that any way to refer to a former long time resident and unofficial mayor of "The Cabo Zone"? I'll answer that, hell no! Where's my respect? It's bad enough that the new Webster's now defines Yellow Rose Syndrome as a "new disease,, predominantly in the Baja area, that prevents a

Once you're there, will you be able to escape the 'Cabo Zone'?

boat from leaving by having mechanical and/or electrical problems", but to not mention a boat's name. I tell you, if it wasn't such a serious illness I'd wish a small dose of Y.R. Syndrome on *Serendipity*.

But anyway, for all of our many Cabo Zone friends, we left! That's right we're gone, so change your charts as the *Yellow Rose* is no longer a permanent entrance marker for Cabo. After buddy boating to the mainland with more boats than most sailors have anchored with (we even buddy boated with John and Carol from *Unicorn* for 12 hours. Are they really in Moorea?), we decided to spend the hurricane season in La Paz. After a record setting four days, we arrived and have been docked at NAO Yachts' Marina Gran Baja since June 1st. Who said the *Yellow Rose* wasn't a passage maker?

We've really enjoyed the friendliness and convenience of La Paz and especially NAO Yachts. The \$4 per day dock fee includes electricity, water and no "La Paz Waltz". They maintain a small store with sodas, beer, ice, and canned and frozen foods. They also deliver diesel and gas to your boat from the dock. You get the use of the facilities of the Hotel Gran Baja which include: swimming pool, tennis courts, volleyball and very mediocre expensive food. Alberto says that NAO Yachts' restaurant and bar will be operating by the first of the year (which year, Alberto?). When you get here say hello to Alberto (El Jeffe) and Bret (dock manager), and tell 'em the *Yellow Rose* sent you.

The anchorages between here and Loreto have been written about in great detail. All I'll say is that they are magnificent with beautiful clear water, privacy, and all the lobster and clams you can eat. All in all, a paradise.

We'll be leaving La Paz within the next

week for Puerto Vallarta and on to the Caribbean. That's right, I know you've heard it a hundred times out, the *Yellow Rose* is leaving Baja! Uncle Bernie, you'll have to run the Cabo net this season. This time we're buddy boating with: George on *Ramf 3* (Sausalito), Ray on *Dulcinea* (Marina del Rey), and John and Pam on *Windchild* (San Francisco). Hopefully the *Midnight Rambler* will catch up before Christmas.

Well that's it until somebody else refers to the *Yellow Rose* as that daring Islander 36.

— rob howard (11/4/84)

Mas Alegre – Standfast 40 Ed Vaughan, Richard Gabel Nuku'alofa, Tonga (West Los Angeles)

This morning's awakening showed wet, stormy skies and 20 to 30 knots of wind, blowing us towards the shore of Nuku'alofa. After "The Snake" (as I'm now being called) cooked a serious breakfast of pan and burl (that's French for bread and butter), we got on our foul weather gear and sailed across the bay to shelter. Now we're hooked in the lee of a small atoll, whose name is unknown. Just enough work to build up a good mid-day appetite.

During our lunchtime game of Crazy Eights (our latest method of determining who gets to do the dishes), Ed, the skipper, was occupied at the nav-station. He was telling jokes on the VHF during breaks in an unofficial weather report from a neighboring yacht. He wonders why the more serious sailors aren't overly friendly towards him.

Now, after exhausting all of my rainy day anti-boredom devices (including some current issues of 38, a hot item down here), I find myself just sitting around, dreaming of sailing off to exotic, far-away places. Where the hell am I anyway? To answer my own



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question, I'm sitting on the fastest boat in the area (for its size), anchored off a beautiful tropical island in the South Pacific. What more could I want?

Last June, I was all caught up in the daily routine of civilized city life, all this was only a distant dream. Now it has become a daily reality, a way of life, much different from my vivid fantasies of only a few months ago. I imagined warm sunny days, light spinnaker runs, and beautiful native women waiting on deserted islands. What I found was stormy weather, endless miles of beating, and crowds of tourists waiting in beachfront hotels. It's really not all that bad, but it's sure not the armchair sailor's dream.

Now I find that I'm spending lots of time longing for the fast paced life of a So. Cal. surf rat. However, a look through the world atlas will always put me back in my gypsy state. Sometimes I scan those pages for hours, searching for my own little paradise. But it's not there, not on any map, it exists only in my head. My personal paradise will not be found in any one place or time, for it is not physical. It is a state of mind, a feeling of freedom, a freedom that only sailors can enjoy. It is the freedom of being able to go anywhere, yet having to go nowhere, the ultimate freedom.

The more time I spend on the boat, away from society, the closer my paradise becomes, but will it ever be complete? How can it be, with the memories of the life I once knew, stuck in the back of my mind? Those memories keep calling me home (as does my girlfriend), yet something even deeper keeps pushing me further, and further away, breaking my ties with the past.

As hurricane season comes upon us, I will have time to decide my near future. Do I want to keep flowing with the wind, 'round 'n 'round 'n 'round? Or, do I want to go back and look for security in the rat race? What

would you do?

Mas Alegre left Ventura in June, and now is in the kingdom of Tonga, and will soon be sailing to New Zealand. After the summer there, owner/skipper Ed Vaughan plans to continue cruising.

— richard gabel (10/31/84)

Free Bird – Montgomery 17 Marc Hightower La Paz (Dana Point)

After moving my departure date back countless times, I finally decided to just throw all my unfinished projects into a locker and head for Mexico last year. Like most cruisers I overpacked, so my first night out I barely had room to stretch out in a quarter berth. After stopping in San Diego for a few nights, I repacked *Free Bird* so I had one quarter berth uncluttered enough to sleep in.

Free Bird is a Montgomery 17, and although only 17-ft long, she's equipped with all the comforts I could ask for and has safely carried many miles. Montgomery's are well designed and built strong. A friend of mine, Mike Mann, sailed a basically stock Montgomery 15 to Hawaii. Jerry Montgomery helped both of us with our voyages, without asking for anything in return.

Having a shallow draft boat has enabled me to see places a lot of other cruisers avoid. In San Quentin Bay I was able to find the unmarked channel by walking along its edge and staying in knee deep water with *Free Bird* in tow.

Turtle Bay has been a popular spot with cruisers, but I wouldn't recommend it. My first morning there I awoke to armed Marines climbing aboard without asking. It's hard to explain yachting etiquette to someone pointing a machine gun at you. After taking copies of my papers they showed me a pack of Zig Zag rolling papers and asked me if I had anything for them. I answered "no". Apparently they didn't believe me and proceeded to search my boat. I found out later

from another cruiser that you're supposed to give them something and they'll go away. I also discovered that there are definitely two prices on items in the stores; one for the locals and one for gringos.

My next stop at San Carlos in Bahia Magdalena was just the opposite. The people were very friendly and went out of their way to do everything they could for me. They couldn't understand why the yachts



The smallest boat cruising Mexico last year, a Montgomery 17.

would come to get fuel and leave immediately. It might have something to do with a strong current running against the wind making the anchorage uncomfortable. But behind the island that San Carlos is on, is a very nice protected bay that shallow draft boats can get into.

I eventually ended up at La Paz for the Sea of Cortez Race Week and had the time

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of my life. I'm looking forward to being there next year.

I got involved with the rescue attempt of the Garden 41, *Firehorse II*, when she went aground, and eventually was hired to do the repairs. I've spent most of the summer with *Firehorse* and I'm eager to get back to cruising.

By the way, most of those unfinished projects are still in their locker. I guess they weren't really that important.

— marc hightower (11/4/84)

Scooter — Columbia 28

Steve Dutton and cats

Denver, Colorado

Here I am in Loreto — okay, I'm really in Puerto Escondido. I've just finished writing nine letters to some of the women you listed in the Mexico Only Crew List, and since my nimble fingers are warmed up, it seems to be a good time to pound out a few words.

I've read with interest your Mexico Itinerary. Guiding people to San Blas may not make you popular, don't you know that San Blas is the *jejene* (tiny mosquito) capitol of Mexico? I was there last year and the scars are just now fading! Forget San Blas. The anchorage is very shallow and the *jejenes* can drive an otherwise sane person to pull the anchor at one a.m. just to be rid of them.

I sailed from San Diego last December by myself, got as far south as Manzanillo, and then headed up into the Sea of Cortez this last July. The only problems I've had in this area is trying to avoid the numerous fin-back whales, who *always* have the right-of-way where my little boat is concerned.

Now would be a good time to publicly thank the operators of *Oceanis III*, the race committee boat for the Manzanillo race. I was struck down by food-poisoning north of Manzanillo, and was unable to function. My sails and pulse were up; my energy level was way down when *Oceanis III* responded to my call for medical assistance. I was able to crawl on deck, drop the sails and toss out a

tow-line before I passed out. They towed me in to Careyes, and rushed me to the local clinic. Seven days and countless injections of antibiotics later I was able to function again. If not for *Oceanis III*, the doctor at the clinic told me that I would have been a goner by the next day.

Anyway, I'm alive and well, and still looking for a good crew. (I'm a little weary of my own cooking, after cruising for two years by myself.) I'll be spending another winter on the coast of mainland Mexico, and then I'll be sailing back to Southern California to further explore the Channel Islands.

But until then, I'll be enjoying the warm friendly smiles of the Mexican people, the inexpensive food and the endless days of warm, cloudless days.

— steve dutton (10/19/84)

Steve — Under the rationale of 'you don't know how good you've got it until you've suffered through the little buggers of San Blas', we think everyone should make the stop.



Berth & Breakfast Sea Dreamer Robert Blair Brookings, Oregon (Lake Tahoe)

Once again it's time to set sail and point our bow toward a new horizon. *Sea Dreamer* has spent a number of years enjoying the crystal clear waters of Lake Tahoe and the many friends we have made there. But now we are going north to new adventures.

Sea Dreamer will soon sail out of Brookings Harbor in Brookings, Oregon. The boat will be in company of a Bed & Breakfast Inn by the same name that we will operate there. (We'll be offering berth and breakfast for those who will be transiting the area by boat.)

Our home is a beautiful colonial two-story house of 2550 sq. ft. with six beautiful bedrooms and an attic loft. It's in the banana belt section of northern waters and offers a great view of the ocean. We should be settled in by mid-December and open for business in



waters at least once every six months. With the new law boatowners will be able to leave their boats in certain marinas that have been designated as having bonded warehouse status — and leave them there for up to five years.

At this time there are only two marinas we know of that have acquired that status, both on the mainland. One is the San Carlos Marina near Guaymas (which claims to have had this status for some time), the other is the just completed marina at Nuevo Vallarta a few miles north of Puerto Vallarta. However the chief of Tourism for Baja California, Ricardo Garcia-Soto, recently told the *San Diego Log* that marinas in Cabo San Lucas, La Paz, and Loreto have also applied for bonded warehouse status. San Blas and Mazatlan are two other possibilities.

The only way you can legally leave a boat in Mexico other than at a bonded warehouse marina is by signing your ship's papers over to the Mexican version of the DMV, leaving a substantial amount of cash with them, and by having a responsible party on the boat 24 hours a day. Very few gringo boatowners have looked favorably on this option.

Awarding the bonded warehouse status to what are to be called 'destination-area marinas' is just one part of a five-state pact called the *Plan de Mar de Cortez*. The plan calls for the establishment of many *puertos de abrigo* (ports of refuge) to be equipped with minimum facilities that include a fuel and water, a pier, a communications link, and a airstrip and moorings. These *puertos de abrigo* would be located at intervals of less than 300 miles.

On the Pacific side of Baja such ports are called for at San Quintin, Bahia Tortuga, Bahia Asuncion, and Mag Bay. On the Sea of Cortez side of Baja, there would be ports of refuge at San Felipe, Puertecitos, Bahia de Los Angeles, Mulege, and Santa Rosalia. There could also be additional ones. A word of warning however, it is as yet uncertain when and if these grand plans will ever come to fruition.

When and if they do, however, some *puertos de abrigo* may eventually achieve destination-area marina status, and with it perhaps bonded warehouse status.

— latitude 38

Mar y Vent — Vagabond 47
Lee and Karen Leonhard
(aka Lee Schell)
Bahia San Carlos, Mexico
(Santa Cruz)

We thought you would like to have these



Some of the condominium construction at Nuevo Vallarta.

slides of *Contrary to Ordinary* sailing through the anchorage at Partida during Sea of Cortez Race Week. We'll see you there next year!

After we left La Paz last May, we continued north, enjoying the cruising grounds near Puerto Escondido. On our way there

The new marina at Nuevo Vallarta. You'll be able to leave your boat there for up to five years.

April of 1985. You'll be one of the first to know.

In the meantime, please keep my subscription coming at the new address.

— robert blair (10/29/84)

Robert — The best of luck to you and Sea Dreamer.

Your Boat Don't Leave Mexico With It

With the apparent realization that American tourist dollars offer a more stable long term income possibility than oil, the government of Mexico has taken steps to make it more attractive for boatowners to leave their vessels into Mexico for long periods of time.

Under previous law — which admittedly was rarely enforced — Americans were required to take their boats out of Mexican

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we picked pukas at Isla San Francisco, clammed at Isla San Jose — but the best and most memorable anchorage we enjoyed was Agua Verde. There a goat feed was prepared for a group of 8 or 9 boats by a Mexican family that lives there. Frank and Judy Lara on *Amistad* arranged the feed, where the ladies of the family taught us how to make tortillas. The goats were prepared by marinating pieces of the meat in garlic sauce and then frying them in hot oil. It was delicious. For the meal we all were seated at a long table to partake in the hospitality of this delightful Mexican family that so graciously welcomed us into their home.

We spent a month in Conception Bay when we found diving and shell collecting to be very lucrative. The water temperature there in July was 90 degrees! Nearly every afternoon we prepared for a squall — thunder, lightning and driving rain became the norm, then quickly passed through. We were back in the water again in no time.

We followed the hurricane situation through the *Sunrise Net* on ham, thanks to Dick and Ethel Henderson on *Esperanza Viva*. Although Dick and Ethel had returned to San Diego for the summer, each day they gave us weather information and hurricane coordinates on the 80 meter net.

We have so thoroughly enjoyed our first season in the Sea of Cortez that we have put our Panama Canal and Caribbean plan on "hold" so that we can spend at least another year exploring Baja California cruising grounds!

— karen and lee (10/27/84)

Dominant — Coronado 41 Peter Laakmann Tips on the South Pacific (Laguna Niguel)

Under separate cover, please accept my subscription for a magazine that I have learned to appreciate — and that is unique. I even found a good collection of back issues at the Oa Oa Hotel in Bora Bora.



Karen and Lee Scheel of Santa Cruz with their Har- din 44 ketch at Conception Bay, Baja.

Here is what I have learned in a year and a half of cruising Mexico and the South Pacific. Maybe some of this could be helpful to others about to head south and west.

My goal was to end up in the South Pacific. Like most cruisers I headed south toward Cabo with stops along the way. Part of this was to check out the boat — a *Coronado 41*, with major cruising modifications — and assemble a crew. The other reason was provisioning using cheap pesos.

Next time that I take on provisioning in Mexico I would strictly limit it to booze and canned goods. I would do my shopping for such items as spaghetti, flour and similar products in the States. Mine and other boats that picked up flour products down there ended up with severe infestations of a ferocious bug nicknamed "the polyethylene bug", for its ability to perforate heavy-duty plastic sealing and turn the contents to powder within weeks. We ended up throwing out most of our flour-based supplies half way down the Marquesas.

Until I had the chance to leave the boat for a few weeks for a complete spraying, the boat was infested with these small brown (1/16" dia.) flying bugs that turn into a ball when disturbed. They even drained out-board motor oil out of a thin plastic container! About the only plastic that they do not penetrate is the thickness of Tupperware. I have found plastic packaging perforated by these bugs and the contents untouched as if they did not like what they found. Does anybody know what they are and how to fight them?

Booze is about five to ten times cheaper in Mexico when compared to Tahiti, so it pays to stock up. Many canned goods also fall into this category.

Another lesson learned is trolling gear for fish. The kid's stuff you see in typical U.S. stores will soon be lost — probably before reaching Cabo. I thought I had heavy-duty gear, but instead learned an expensive lesson. I finally solved some of the problem by "fusing" the hook so that the expensive lure is not lost. I put the hook on with 100-lb test steel cable and then used 200-lb test steel cable and rubber shock to the boat and bell. This way oversized fish only get the hook rather than everything.

That works, but there's no substitute for heavier gear. It was not until Tahiti that I saw some suitable-sized hooks and trolling gear. The biggest hooks commonly available in the U.S. stores are 12/0; these are much too small for ocean-sized fish. The gear I finally got in Tahiti has hooks made from 1/4" dia. steel and are about 5x2 1/2 inches. The trolling line should be 500-lb test steel minimum, with a 6-ft rubber shock. The rubber shock should have a safety line bypassing it at maximum stretch.

Trading supplies: I came with candy and California t-shirts. These were okay until somebody spoiled the market by unloading simple tool sets. Live and learn. Everybody wants .22 ammo, but I would not touch it.

Here are some observations about navigation gear. I would estimate that about two-thirds of the cruising boats in the South Pacific use *SatNav* as the primary navigation tool. I would estimate that about 20 percent also carry radar. As I belong to the school that believes in both, I took an informal poll



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among skippers that carry both, asking: If you had to give one of these toys up, which one would you give up first? I don't believe there were any exceptions to the answer: take the SatNav first. This is not very surprising as most anybody carries — or should carry — sextants and tables to find where you are in good weather. In bad weather either one will tell you if you are close to land, which is the more important part of navigation.

I believe anybody sailing down there should carry at least SatNav. It is inexpensive and more reliable than taking sights. It might even save your life. Guenther, skipper of *Seevogel*, told me how his SatNav saved his boat, if not his life, when he got hit with a hurricane from the unusual '83 series while in the middle of the Tuamotu archipelago. Five days of no sights, no visibility, high currents and never more than a few dozen miles from the nearest atoll. Sorry — sextants are obsolete except as a last resort backup. Buy a cheap plastic model — or two — and save your money for electronics.

For those souls trying to decide what to carry, consider what radar can do for you: size up squalls before they hit at night; positively identify passes and anchorages from a distance by direct comparison with your chart; find fringing reefs at night, see traffic that you would not see otherwise (not all boats carry lights); evaluate collision dangers, obtain coordinates (near land); see through fog — oh, sorry no fog down there.

Most radar can be put on stand-by, drawing very little current. When needed, two or three sweeps with power is all it takes.

In general I would recommend having two electronic position-finding means that are

The great anchorage at the southwest side of Isla San Francisco.

functionally redundant: SatNav — radar, or two of a kind. Half the cruisers I have met have lost their SatNav or radar for periods (until fixed). SatNavs that use membrane keyboards are very likely to fail about once a year due to the high humidity. Carry a spare keyboard, they are cheap.

If you have your ham ticket, take two radios down there. They are small and inexpensive. You may need the redundancy; if not you can always sell it for much more than you paid for it.

On refrigeration: don't leave home without it. The choice between an engine-mounted compressor and a 12 V system — after you have a box insulated with at least four-inch average foam — is no longer clear cut. I favor a 12 V system (mine has now worked without maintenance for ten years) for reliability. There are now so many ways to generate 12 V power that running your engine for one to two hours a day is not state of the art. Take a taffrail generator, wind generator and/or solar panels. Solar panels are about half the cost in Tahiti (compared to best U.S. prices) and of excellent quality. They are subsidized by the French government. Four of them will run the average refrigerator (150 peak W).

I am now back home and drawing up plans for my next boat. Around 50 feet, it will carry more supplies down there next time. Tahiti is expensive!

— peter laakmann (10/4/84)

Chuck and Debbie Wolf Isla Mujeres Quintana Roo, Mexico

A note from our anchorage in the most beautiful of anchorages, Isla Mujeres, just across from Caneva. What a joy to have reached such a place and what a pleasant cruise — with all of its goods and bads. We have learned so much in getting here.

Our cruise from Costa Rica to Panama was fraught with calms and breezes, but we visited some terrific places. Anyone cruising that way will save time and money by being admeasured for the Canal prior to departing the United States. Money can also be saved by checking out of Golfito rather than Puntarenas.

A visit to Isla Coiba is a must stop. The devil's island of Panama, there is an exclusive fish camp, Club Pacifica, that welcomes cruising yachts. Call them on Channel 16 for permission to enter but do not anchor at any other location but in front of the club. Look for the red ball and drop in 5 fathoms about 500 feet in front of it. Clear water, good holding and pleasant surroundings make for a good rest with nice people.

From there we were off to the Perlas Islands and a meeting with *Bug Off*, *Mariah* and *Fair Winds* at Isla Pedro Gonzales. Then it was on to Contadora for several days. Fishing off Saboga is supreme as is snorkling for conch and giant oysters — the meat of which measured 7 to 9 inches in diameter! Two of them will feed a crew of four.

Panama is a joy to visit. It is still almost a little bit of the United States even though much of the Zone and many of the installations are being turned over to the Panamanians. The Balboa Yacht Club is becoming run down as is the Panama Canal Yacht Club in Colon, but anything can be had in Panama. It is still reasonable in cost and U.S. dollars are the currency.

We visited Portobello, but then skipped San Blas because we want to be in Galveston by Thanksgiving. Thus we set out for Providencia for a three day stay and on to Guana-

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ja and Roatan. Providencia is a very pretty and friendly island with nothing for the cruiser in the way of provisions or fuel. Small, restful and quiet, and to get in and out you will be assigned an agent at a cost of \$15.00.

From Panama to The Bay Islands we had a steady wind from the ENE of 15 knots minimum — usually more like 20-25 knots. The Caribbean in those conditions is a very rough stretch of water. We were looked over very closely by a Russian trawler in the vicinity of Quito Senuo Banks, but he left after approaching to a mile-and-a-half.

We checked in at Hog Cay in Guanaja which was a mistake as the \$25 charge was inflated. Those boats checking in and out at Coxen Hole were charged only \$18. You must check out of Coxen Hole to get a zarpe, which requires an agent at a cost of \$14.

The Bights and Cays of Roatan are beautiful, with fine diving and snorkling. But bring lots of repellent as the sand flies are fierce and carnivorous. Also bring money — Roatan is one of the most expensive places we have visited.

The trip from Roatan to Isla Mujeres was uneventful except for the six pound Dorado we caught and being stopped by the U.S. Coast Guard at 0400 just out of Cozumel. We were asked many questions, including our name, destination, departure ports and registration number. Then were shadowed for an hour under a bright spot — bid a good voyage with thanks for our cooperation.

Entering Mujeres is a snap except for the feeling of insecurity one first gets when floating over this crystal clear water. The bottom looks so close! But it is really paradise. The anchorage has good holding in sand at 13 feet. Provisioning is available here and in Cancun Mexican prices are still good, though a bit more expensive on this side. Water is good from the tap here, and the officials are very nice and helpful though we were charged \$20 for a medical stamp on our papers so we could enter. This would not be so bad if we had at least been looked

at, but no one but the nurse who took our money and papers saw us. So much for being healthy!

Bug Off is in Lake Izabal at the Catamaran Club in Guatemala after being towed over the bar. *Mariah* is enroute to Rio Dulce and *Fair Winds* is here at Isla Mujeres.

Thanks for the privilege of communicating with you and should anyone want or need information on our routes and encounters we will try to supply them if they contact us at 20130 SW Alexander, Aloha, OR, 97006 — *chuck and debbie (11/5/84)*

Wind Ra — Formosa 46

Bruce, Nancy and Damon McClain
Papeete, Tahiti
(San Francisco)

This is our first letter to *Changes in Latitudes* since leaving the States in February. Time goes fast, whether you are working every day or sailing the Pacific.

This cruise was two years in the planning, but it was still difficult to believe until we sold our house and bought our current boat in Marina del Rey. What a place for a Bay Area person to start a cruise! We lived there for four months preparing the boat. During that time we found that Marina del Rey has quite a population of racers and cruisers. We made some good friends and were sad to leave.

Our first stop was Santa Catalina Island. For those of you who don't have the time to cruise off to never-never land, just go to Catalina. We were there in the fall and it was absolutely beautiful. We could have spent several months there.

Then it was on to San Diego to finish provisioning. It is not as easy to provision in San Diego as it is in your own marina. In an unfamiliar town without a car you spend a lot of time trying to find out where things are and then getting there.

But San Diego is a beautiful city and we enjoyed sailing around the bay. You learn how to sail in light winds in Southern Califor-



Pangas and people on the beach at Chamela, mainland Mexico.

nia.

Now for the real things — off to Mexico. It's amazing how nervous you get sailing to a foreign country. You have a thousand questions in your mind about what it is going to be like. But Mexico was great. The Mexican people and government officials were always nice — and helpful. We found the boating communities in Cabo and La Paz to be a lot of fun and helpful when our boat needed repairs. There is a lot of talent among fellow boaters.

During our stay in Mexico we were trying to make up our minds about going to the South Pacific. We found night watches to be boring, the ocean sometimes scary, jerry jugging water and fuel to be hard work, and I found that for the first time in my life, as skipper of our boat, I was truly responsible for the lives of my wife and son. But during these months we all learned to cope with our new way of life and so in May we set sail for the Marquesas.

Our sail across the Pacific (well, part way) was made in light airs. It was an easy sail. Boats a few days ahead of us and behind us had some strong squalls to deal with, but we just cruised. My wife and son enjoyed the passage, but I hated it. I've never been so bored in my whole life. (I wouldn't trade an easy passage for anything, though.)

The Marquesas were even better than I had read or dreamed about. The people and the island must be experienced to be understood. We spent two months seeing the islands and enjoying the people.

Our next long sail was to be the atoll of Rangiroa. It was 500 miles of good trade winds. We had our best day yet, 175 miles.



TIM STAPLETON

It's amazing how things like miles per day become a big deal when cruising. The diving at Rangiroa was fantastic. Hundreds of fish of all shapes and sizes. I felt like Jacques Cousteau! The passes were wide and easy to negotiate.

That brings us to Papeete, a modern French/ Tahitian city. I don't feel like I'm in the South Pacific here. Cities are all pretty much the same. We are having a good time though, city lights are always fun.

French Polynesia is very different from Hawaii. If you want to cruise, I would sure recommend the South Pacific. It's a fantastic place!

P.S. For those of you who have children, we are cruising with our 13-year old son. He really likes cruising and this lifestyle. He will readily admit though that he really misses his friends and school. I wish there were more boats with kids on them — there aren't that many. Nonetheless, cruising is a great family experience.

— *bruce mcclains (9/30/84)*

Pericus — Offshore 47

John Williamson

Cape Cod, Massachusetts
(Saratoga)

Resting in my bunk one evening in Cape Cod catching up on some of the articles I had missed in *Latitude 38*, I was intrigued by your piece in the August edition which surveyed the marinas in the Bay Area. The thought occurred to me that after traveling so many miles on the East Coast, that West Coast yachtsmen are not aware of what a good deal they enjoy. Therefore I thought it might be interesting to pass on to your readers some of the costs of cruising on the East Coast that I have experienced. [See chart on

the following page.]

Back to Mr. Mexico's voyage across North America: Leaving the Hudson River we rounded the world famous Battery, experiencing the sights of New York maritime waterfront with two old clipper ships as part of the museum. One of the clipper ships was in the process of being restored, and is the ship which Carl Cortum from the San Francisco Maritime Museum was instrumental in having restored. This ship was used as a barge after being abandoned in the Falkland Islands.

It was indeed sad to see the state of disrepair of the passenger liner docks in lower Manhattan, since as a boy in my mid-teens I embarked and disembarked on the *Caronia*, the *United States*, the *Normandie*, and the *Rotterdam* on my transAtlantic voyages.

Heading north up the East River the Coast Pilot and the Waterway guide warned boaters of the treacherous waters of the East River and Hell's Gate. Having no choice but to go north against the tide — since we had enjoyed the ebb coming down the Hudson, we did find that the current is rather strong on the ebb. In fact it took us one hour to go one mile. Hell's Gate did appear to have a few vortexes and the going was rather slow, but nothing any different than traversing the Golden Gate on an ebb or a flood.

I was fortunate that a friend of mine has recently purchased the world famous Minneford Boatyard and is in the process of developing condominium docks. This is the yard where many of the famous 12 Meters were constructed and is situated on City Island — which at one time was the boating capital of the eastern United States. Sad to say the area is in the condominium conversion and construction syndrome. Purchase of this yard by Tony Crimmins allowed me

the opportunity to return to San Francisco for a brief visit and to leave my boat under protective covering with free rental.

On returning from the West Coast we undertook the Cape Cod leg of our journey. Our first stop was Stamford, Connecticut, which is an industrialized city but has wonderful repair facilities for the visiting yachtsmen. From there we spent the next night in Westport, the home of the famous Westport Playhouse and a delightful community situated on a picturesque but shallow Connecticut River. We spent the night at the yacht club being subjected to the fees outlined earlier in the article. The next stop was Essex, which is on the Connecticut River. I am sorry to say we did not have the time to visit some of the quaint towns that are nestled for 500 miles up and down this paradise for boatmen. Leaving Essex with the first sprinkles of daylight we headed for our days-end destination of Newport, Rhode Island.

On the way we stopped in Mystic, Connecticut, to look at the seaport, but were deterred from spending a great deal of time by the irregular draw bridge hours. However, it was an exciting experience to see at anchor the first New York 30 (#1), *Amorita*, which was built in Bristol, Connecticut, in 1902 by Nathaniel Herreshoff. My excitement was caused by the fact that my father had owned number 18, the last New York 30, which was finished in the fall of 1903. These vessels were built exclusively for members of the New York YC and were 43.6" OA and had over a 1,000 sq. ft. of sail in the mainsail and club jib. The reason these boats had to have a 30-foot waterline was that you could not be a member of the New York YC at that period in history unless you owned a boat with a waterline of 30 feet or more. *Amorita*, had in my earlier sailing days, been on the Great Lakes and I had crewed against her many times in my youth. I am happy to report she appeared to be in excellent condition and still carried the same orange canvas decks which were the trade-

CHANGES IN LATITUDES

mark of the era.

On our way out of Newport I tied up for a few moments at a dockside lobster shack and purchased six pounds of Maine lobster for \$15. It made a great lobster salad treat for a deserving crew.

Leaving Mystic we arrived in Newport as darkness was settling on the city, having put an 80-mile day under the keel. We were lucky to find a mooring available, and it was delightful sailing into the harbor listening to the sounds of the famous Newport Jazz Festival.

Most sailors like myself have heard of Block Island, Block Island Sound and the Block Island Raceway. Not having ever seen Block Island, I decided it must be done. Surprisingly it is only a distance of 23 miles from Newport which makes it a nice day's sail and evening anchorage. This we did and anchored with at least 150 other boats in a very well-protected harbor. We went ashore for dinner and had a delightful seafood selection at a lobster factory that serves 1,000 meals a day on weekends. I must say that the food was excellent and the service reasonably prompt. An East Coast speciality for \$12.95 is the 'twin pack', for which you receive two Maine lobsters minus one claw on each one, two pieces of corn on the cob, a bucket of steamed clams, coleslaw and the beverage of your choice. I call this a real bargain.

After spending the night in Block Island we returned to Newport to put one of our guests on a bus so that she might return to her place of employment and to celebrate Mr. Mexico's birthday. My two guests presented me with a most appropriate gift. It was a Lands End sailing shirt with "Mr. Mexico" properly embroidered over the left shirt pocket.

At this juncture of our trip my godson from Maine joined the crew and we journeyed to Hadley's Cove, a delightful anchorage very popular with New England boaters near Woods Hole, Massachusetts, on Cape Cod sound. Thence to the historic former whaling port of Nantucket to take a tour of the island on motor bikes. There we survived hurricane Diana, which passed within 200 miles of the island.

It was here we also lost one of our crewmembers, who returned to the *Pericus* one evening and proudly announced to his captain, "Guess whose boat I just helped tie up?" When Mr. Mexico was informed that it was a small sailboat captained by Senator Edward Kennedy, our crewmember did not fully comprehend the precarious berth he had left on our ship.

When the weather cleared we left Nan-

| MR. MEXICO'S NORTHEAST FACILITIES CHART | | | | | |
|---|-------------------|----------------|----------------|------------|------------------------------|
| Place | Cost per foot/day | Electrical/day | Ice | Showers | Launch Service |
| Stamford, CT-x | \$1.00 | free | \$1.25/8 lbs. | incl. | n/a |
| Westport, CT-y | \$1.00 | free | \$2/10 lbs. | Incl. | n/a |
| Essex, CT-y | \$1.25 | \$2.00 | \$2/10 lbs. | Incl. | n/a |
| Newport, RI-y | \$1.25 | \$4.00 | \$2/8 lbs. | Incl. | n/a |
| Newport, RI-y | \$20 mooring/day | | \$2/8 lbs. | incl. | none |
| Newport, RI-y | \$20 mooring/day | | \$2/8 lbs. | none | \$2/person each way per trip |
| Block Is., RI-y | 0 | 0 | 0 | 0 | \$1.50/each trip |
| Martha's Vineyard, MA-y | \$20/mooring | n/a | \$2.50/10 lbs. | \$4/person | \$20/day |
| Nantucket, MA-y | \$25/mooring | n/a | \$2.50/8 lbs. | incl. | incl. |
| Nantucket, MA-y | \$1/ft/day | \$3.00 | \$2.50/8 lbs. | Incl. | n/a |
| Stratford, CT-y | \$1.25/ft/day | \$3.00 | \$2/8 lbs. | incl. | n/a |
| Cape May, NJ-y | \$.75/ft | \$2/day | \$1.50/10 lbs. | incl. | n/a |
| Annapolis, MD-y | \$.75/ft | \$2.50/day | \$2/8 lbs. | incl. | n/a |
| Norfolk, VA-y | \$.75/ft | \$2/day | \$1.25/10 lbs. | incl. | n/a |

(x = public facilities / y = private, Ind. & yacht clubs)

tucket and sailed to Edgartown, Massachusetts, on Martha's Vineyard. Edgartown is a delightful community to deposit your teenage children for the summer. We found the food at many eating establishments above average, but the music came forth in such blasts that it was difficult to digest the food.

So much for teenage mania, and we headed back to Newport where the Newport In-The-Water Boat Show, which is purported to be the largest show on the East Coast next to the Annapolis show, was underway. We toured some of the old mansions that were leased out to the America's Cup crews and found these summer palaces to be worth the tour price. We took a day and drove up to Bristol, Rhode Island, to visit the Herreshoff museum, the Bristol YC, and some of the old homes of the sea captains. Another day was spent in Plymouth, Massachusetts, at the descendents of the *Mayflower* convention where we had lunch with John Williamson, Sr., former Governor General of the Mayflower Society of North Carolina and had our picture taken together aboard the replica of the *Mayflower*.

We finally decided it was time to leave 12 Meter town and proceed south to spend the latter part of September and the first part of October in Chesapeake Bay. On the trip south to New York we again stopped at most of the places mentioned earlier in the article.

— "mr. mexico" (9/15/84)

Cruise Notes:

News reports on November 23 indicated that the 38-ft U.S. sailing vessel, **Hallejulah!**, owned by Dale (or Bill) and Virginia

DeWitt, had been rammed and confiscated by the Mexican Army off Islas Tres Marias, 100 miles northwest of Puerto Vallarta. One island has a prison, and all vessels are prohibited from coming within 20 miles. According to the report, *Hallejulah!* had from San Carlos on its way to Panama.

Later reports of the incident were sketchy, but sounded a little more optimistic. Apparently the boat had been buffeted by strong north winds to within just ten miles of one of the islands, thus well inside the prohibited zone. There a Mexican Navy vessel damaged the *Hallejulah's* bowsprit, which doesn't quite sound as malicious as ramming. The DeWitts were reported detained for five hours before being released. Last word was they then headed for Mazatlan to repair their vessel and to file a protest.

Cruisers in Mexico should realize that this is not the first time that a boat that has wandered in the prohibited zone has been stopped and questioned. The crew of *Bravura* reported such an experience in *Latitude 38* almost two years ago, and there have been others.

Barbara Albertson of Long Island, New York, has written to advise us that her 26-year old son, Skip, has set sail on the 43-ft cutter, **Capella**, for a year's cruise to Mexico, the South Pacific, Hawaii and home. The boat is owned by Laine and Janet McDaniel of Campbell. Malcomb Bartley is also in the crew.

Marc Hightower reports that **Firehorse II**, the Garden 41 that went up on the beach southwest of La Paz, was eventually taken back to town by a shrimper. The next Mexican owners employed Marc to repair the 8 by 20-ft hole over the summer. The boat's still in need of many repairs.

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Leaving area, must sell. Sacrifice at \$10,000/offer. 36-ft Asker, Norway built, wooden sloop. Hauled for insurance survey, August 1984. Bottom and hull painted during same haul-out. Private owner (415) 522-2525.

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Salmon permit, GMC 253 diesel, 3600 hrs. only, automatic pilot, Furuno fishfinder, upper structure needs some repair, must sell, \$6,000/offer. (415) 585-3455

WINDWARD 24

Full keel sloop, sleeps 4, head, outboard, recent bottom, 3 sails \$6,000. 18 ft. Dory with trailer, \$1,000. 1972 Chev. R.V. 20 ft, 72k. mi., \$5,000. (415) 329-0663

FOR RENT

1/3 use of Ranger 26 in Sausalito. Perfect condition. \$135/month. Call Larry 846-3239 (w) or 668-5927 (h).

OLD 24-FOOT WOODEN YAWL FROM HOLLAND

Needs restoration, but sails, engine, and rigging included. See in Sacramento. Serious only please. Will take best offer. Call Karen (209) 667-3776 (days) or (209) 634-8764 (eves).

OLSON 30

Excellent condition, 1980, 7 bags North sails, OB, Barent 23's ST, 22's & 18's, Loran, VHF, Datamarine depthsounder and speed/log, VDO wind instrument set, custom Imron paint (gold & black). \$26,000/offer. (707) 964-5438.

1982 — ENDEAVOUR 37 — \$76,000

Beautiful bluewater liveaboard in bristol condition. Two private staterooms, hot/cold pressure water, refrigeration, shower, VHF, 50 hp Perkins diesel & many other extras; along with a live-aboard berth. I have been transferred to a land-locked state and must part with this truly 1st class sailboat. Priced at \$20,000 below replacement price. Call Joe after 6:30 p.m. (408) 735-8802

SANTANA 22

#209, new; rigging, paint, glassed keel; w/newer tandem trailer, 6 hp o/b; set up for singlehanded cruising or race; like new inside and out; \$7,800, partial small boat trade considered. (408) 476-7426

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Excellent condition and good race record, custom rigged with trapeze, full spinnaker gear, 5 sails including Kevlar main, galvanized trailer. 24 feet of blazing speed! Asking \$7,500. Call Tom 234-4334 (work), 223-3168 (home)

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Custom 6000# high speed cruiser. Standing head room, full galley with propane oven and refrig. Chart table, BMW diesel, two compasses, Signet 1000, 5 very good sails, \$45,000. (408) 476-0100 or Bill Pierce at Box 1118, Soquel, CA 95073.

HUNTER 31' 1984

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This Sparkman & Stephens design was built by Nautor in 1969 and has teak deck and the Swan quality interior. The boat is complete with full Brooks & Gatehouse instrumentation, autopilot, heating system, rod rigging, etc. Roller furling for easy cruising and head foil for racing. New sails and interior upholstery. Just hauled and refurbished. November 1984 survey. Have two boats and need to sell. \$74,000 owner. (415) 948-5979 (eves)

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Columbia 28. Very clean and well maintained. New bottom paint, recent rigging overhaul, new sails with Mylar 110 and 155. A perfect family racer/cruiser, roomy, strong and inexpensive. \$18,500. Call Doug at 457-3770 (w) or 892-1311 (h).

35' GOLD MOLDED HULL

Gary Mull ULDB double ended. 4 layers West System over stringers. Structural interior complete. See Jan. 84 *Latitude 38*, pg. 212. \$14,000 or trade for lumber, ply, epoxy, smaller wooden boat, etc. Don Macey (916) 583-2263.

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22-ft fir planked hull, cutter rig. New sails, 6 hp Evinrude. Excellent condition. This is a special boat, with a very traditional look about her. To see, call Mac at (415) 865-7099. \$4,500 firm.

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Out of town for re: 1 year. Sloop is avail. at Berkeley Marina for Bay sailing or cruising. Every required cruising item, incl. RDF, VHF, depth, 2 compasses, Autohelm, dinghy, navig. accessories, 11 bags sails (3 new Pineapples). \$400/mo.-(1 yr). 549-9479

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51' Hartley designed ferro-cement ketch. Professionally built in Australia to Lloyds of London specs. Just complete incredible 2-yr So. Pacific cruise. Excessively equipt. Immaculately maintained. \$105,000. James White (415) 989-4381 / o, 928-8085/h.

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New: DeWitt storm chute - 2.2 oz. - 38'x16' - \$800; Main -36'2" luff - 10'2" foot - \$500. Used: Top condition Hawkfarm sails — Class jib - 125% dacron - \$150; Dacron main - \$200; Mylar main - \$150. 521-7172.

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We are a responsible young couple with Infant and references wanting to rent with option to buy. Your boat must feature all liveboard amenities and be located at a liveboard slip in the Bay Area. We wish to rent for at least 6 months or until we purchase or you sell to another party. We will do light maintenance. Deni at 325-1973 morns & late eves; 326-6353 afternoons.

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Very fast racer/cruiser, priced for quick sale, immaculate condition; 90%, 110%, 150%, wheel with autopilot, windpoint, wind-speed, knot with log, depth, VHF, 2 burner kero with oven. \$42,000. Rick (415) 961-2017 (eves).

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Races Buccaneer class. Horizon sails, new spinnaker, roller furling jib, Elvestrom bailers, Harken blocks, custom trailer & lots more. In great condition. \$3,000 or best offer. (408) 942-1095 anytime.

CAL 34 SAILBOAT

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| 15' AVON Excellent shape. Rarely used 1980 model. \$1,500. Contact James White (415) 989-4381 (office), 928-8085 (res.) | IMMACULATE BAHAMA 25 Fine sailing F/G cruiser, full cruising accomm. & gear, lead ballast, full keel, Avon, Barients, VHF, d.s., speedo, RDF, M.H. strobe, 3 anchors, man overboard equip., 1st class hand laid const. w/teak trim. Leaving country. \$12,500. 805/773-5622 | CATALINA 27 Rigged for racing or singlehanded cruising. Will sleep a family of six. Dinette interior, inboard engine. Fully equipped and well maintained. KM, DS, VHF, RDF, spinnaker, 100, 110, 140, 150. Many extras. (415) 283-3503 (eves) |
| FREYA 39 Hull, bulkheads, deck, rudder, engine, ballast. \$25,000 or offer. (707) 778-8670 | WESTSAIL 32 Hull #653, flush deck kendal style. Has made 2 offshore passages. Needs lots of work — no motor. Very roomy, strong, seaworthy. Slow but steady, safe & comfortable cruising or liveaboard. John (415) 376-4706. \$17,750 or offer. | HAVE AND NEED Have: 100 watt, 10 channel, singleside band radio with antenna, \$200; Shoregoer 6 ft. fiberglass dink with oars, \$75. Need: charts of Mexico and Central America. (415) 769-7119 (eves) |
| J/30 1979 J/30. Main, 3 genoas, spinnaker, staysail, ship to shore, Omni, two Aries constellation compasses. Owner (213) 821-9683. | APHRODITE 101 33' F/G sloop. Great sailing. Beautiful and sleek. Full equipped and like new. \$40,000. (415) 962-0613 (eves) | HUNTER 33 '81, 3 year liveaboard, lovingly kept, special cruise modifications, just back from beautiful summer in Hawaii, Yanmar diesel. \$41,000. Call Charlie or Bobbie, (408) 244-1887. |
| 1979 NEWPORT 27S Original owner transferred inland (yuck!). Tri-radial, 150, 110, jiffy reefing, Barient & Lewmar sheet winches (4), 30 hp Atomic 4, VHF, sleeps 5, six-foot headroom below, clean roomy cabin, many extras. \$19,500/O.B.O. Patt 428-4235 (w), 939-4979 (h). | | COLUMBIA 26 Includes sails, anchors, RDF, ship to shore, etc. Plus heavy duty custom trailer. Must sell now. \$7,900. Randy (408) 462-2906. |
| 49' TRANSPAC FG KETCH Custom interior designed for long range family cruising. 120 hp GM dsl, 470 hrs., 300 gal. fuel, 300 gal. water, U.S. rigging, cruising refrigeration, well equipped, like new beauty. Anxious, trades considered. (714) 493-6300, (714) 556-8176. | 38'-50' CRUISING SAILBOAT NEEDED For one week this summer. Special program for teens. Experienced local USCG licensed skipper in charge. A worthy cause. Donation accepted or able to pay up to \$1,000. Please call Sea Quest at (415) 528-5614. | 1976 CAL 2-29 SLOOP Excellent cruising boat with diesel engine, pedestal steering, large cockpit, comfortable cabin, sleeps 5, outstanding inventory including Avon dinghy, North sails, VHF, RDF, stereo. For sale by owners. \$33,875. Call (415) 342-4921 (eves). |
| OLSON 30 Immaculate 1980 Monterey Bay boat with custom Imron cabin-sides, 9 bags of sails, new Johnson outboard, VHF, knotmeter, RDF, battery charger, man overboard pole, float cushions, & ground tackle. \$27,500/offer. (415) 523-4485, (408) 462-4285 | THE NAUTICAL HERITAGE SOCIETY Is now interviewing for crew positions aboard the 1849 Revenue Cutter replica, <i>Californian</i> . Inquiries with resumes should be sent to: Nautical Heritage Society, 24532 Del Prado, Dana Point, CA 92629, (714) 661-1001. | 1972 COLUMBIA 22 Comfortable, dry Bay cruiser. Lots of extras, outboard. Just overhauled, 3 jibs, upwind berth Berkeley Marina. Owner moving, must sell. Good value at \$5,400. Ted, (415) 651-1985. |
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| LORAN C Micrologic 5000. 1 year old. For sale. Why? I have two. Will install on your boat and train. \$950. You install, \$900. (415) 962-9893 (days), Bob, or leave message (415) 341-9385. | | FEMALE CREW WANTED Male, 30, single, educated professional, cruiser/racer w/beautiful wooden 25-ft natural-hulled well-equip sloop (Alameda berth) seeks single sailing lady (inexperienced ok) for weekend sailing & possible friendship. Mike, 851 San Ramon, Sunnyvale 94086. |
| J/29 Mast head. Mariner genoa and checkstay tracks. 48 to 1 backstay. Signet windspeed, windpoint, knotmeters, depth sounder. Micrologic Loran C. Ship to shore. Swenson sails 170, 155, 110, 3/4, 1/2, staysail, blooper, main. Call owner (213) 823-4691 | MUST SELL!! 28'x8' hard chined sloop Galley — sails — Atomic 4 \$3,500 / Offer (415) 457-8464 Needs lots of work | AKKA 36-ft Dutch steel cutter; a proper classy yacht for cruising; nice equipped; recently rebuilt; information packet available. \$53,000. Call 658-1194 |
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| 30' CATAMARAN Custom design, brand new, ply-glass, roller furling, roller reefing, full complement sails, Honda 10 hp, fully equipped, pop-top, lg. net fwd., spacious comfortable cockpit/cabin, 2 dbl. berths, separate head, \$23,000/offer. 805/653-8081 John Nasse | RAWSON 30 Perkins diesel, 6 sails, new LPU on topsides. Many other extras. \$19,500. (415) 665-1810 | FOR SALE — RANGER 29 '72 Mull design racer/cruiser. Great Bay/coast boat. This well-kept boat has VHF, CB, AM/FM cassette, 150%, 120%, storm jib, knot and depth inst., and much more. \$29,000 or offer. (415) 938-2022 or 254-0685. |
| 1983 BAHAMA ISLANDER 30 Immaculate, VHF, Datamarine depth/knotmeter, 2 burner stove/oven, hot/cold press. water w/shower, pedestal steering, Volvo diesel, whisker pole, furling gear, cockpit cushions, teak interior. Terrific buy at \$46,850. See at Treasure Island. 707/429-8562. | 25-FOOT CRUISING SLOOP You build the interior of your choice. For sale: Solidly built fiberglass (Airex cored) hull and deck. \$5,500. (415) 325-9620. | ALL WOMAN CREW Sail from San Diego around Jan. 15 to Baja, Sea of Cortez, Mexico; 1, 2, or 3 months; share expenses (est. \$800 per month); 3 berths available; some sailing experience necessary. 49-ft Bowman yawl. Experienced woman skipper. (415) 388-9153. |
| CATALINA 27 New 1982 with dinette interior and aft galley. Atomic 4, VHF, depth, knot, whiskerpole, halon, Raycor, and complete safety package. Alameda berth. \$21,000. (415) 328-1806 (eves/message). | CREW MEMBER AVAILABLE Male, sailing, cruising experience in Mexican waters. Can travel anywhere on short notice. Can do cooking and store keeping. Former Merchant Seaman. Phone Ted (805) 925-0322. | '76 BAYLINER Buccaneer 270. 27', standing headroom, shoal keel, 9.9 out-board. Alameda berth. Extras. \$11,500. (415) 582-6113 (eves). |
| CAL - 30 '64 Lapworth design full keel cutaway forefoot. New BMW dsl., sails & interior, press. water, halyard & reefing to cockpit. Spinn., knotlog, VHF, RDF. Aft deck hatch. Stern anchor roller. 2 Danforths & ample ground tackle. \$22,000/O.B.O. 818/348-6376 | PARKER 505 Hull #5831. 1 year old trailer. 2 rudders, 5 jibs, 4 mains, 3 spin. Needel spar mast. Proctor boom and pole boat cover. \$3,500. 894-6045 (work), 472-2337 (home). Mike. | WESTSAIL 32 — 1974 Immac. factory blt. boat. Volvo 2 cyl. diesel, roller furling head-sail w/staysail. Over \$10K spent in profess. refit/revarnish summer '84. Free delivery to Bay Area. Own this bullet-proof world cruiser for \$57,500. John 213/851-2049, Niels 213/435-8682. |
| 1980 CATALINA 30 Less than one year in salt water. Diesel; 72 channel VHF, CB, stereo, digital depth and knotmeter, SS oven, 110 and 150, boom vang, backstay tensioner, foreward traveller, built-ins. \$32,000. 381-6045. | 'AVENTURA' IS FOR SALE 1984 winner of PHRF Division 'H'. Well equipped for racing with good electronics, including Loran, VHF, Signet 1000 & 2000, Hi Fi, Mylar headsails. Call Lon Price 626-1513 | SAIL SALE 150 genoa for Islander 30 MK II or other boats. \$400 firm. Call (415) 283-1511 |
| ERICSON 35 MK II — 1971 Hull #171. Loaded, very clean fresh water boat (Lake Michigan, Chicago-Mackinac race winner) just moved to SF + Micron bottom 10/84. Race/cruise/liveaboard. 15 sails, depth, speed/ log, windspeed, VHF/FM, AM/FM/cass. \$46,500. 420-3202 (wkdays) | | 26' BALBOA Three sails. Spinnaker, main and jib. Very clean condition. Sleeps 6. Includes trailer and many extras. Can be seen in Brown's Ravine in Folsom Lake. Slip number N-35. (916) 383-1385 or (916) 665-1593. |
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| BAJA CALIFORNIA Estoy buscando una tripulacion de mayor edad para acompañarme en mi velero al Mar de Cortez para un plazo extendido. Si tiene interes en compartir un viaje así llámame al (415) 344-2353 despues de 6 p.m. — Jaime. | AUTOHELM WINDVANE / BARIENT WINCHES Autohelm self-steering vane \$600. 2 new #24 two-speed Barients \$350 each, or both for \$650. Call: Matt Morehouse (415) 986-4410 (days) or (415) 461-2152 (eves) | 40 FOOT BERTH — CORINTHIAN YACHT CLUB For Sale — \$28,000 Telephone: (415) 435-5102 Write: P.O.-Box CD, Tiburon, CA 94920 |
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| MARINE SURVEYOR BRIAN O'DONOGHUE (also Sailboat Consultant) Phone (415) 461-6347 | | NAU • T • KOL T.M. MARINE REFRIGERATION Custom built marine refrigeration. Systems designed to your specifications. AC/DC & engine driven systems. Sales Service Custom Designs 20 years experience Sausalito (415) 331-7661 |

PARTIALLY COMPLETE

'79 Westsail 28, Partial Interior. Volvo MD11C diesel, cutter rig, all standing & running rigging. Reasonably priced at \$25,000. Paradise Cay (Tiburon) berth. Write Byron Muntyan at 3060 Bell St. #209, Sacramento, CA 95831 for more details.

LANCER 29

'80 sloop in excellent condition. Pedestal steering, Yanmar diesel IB, jiffy reefing, VHF, DS, KM, double lifelines, Bruce anchor, sleeps 5. Must sell \$32,000. Balance owed, 24K. Flexible terms on down payment to qualified buyer. (916) 933-2792 (e)

FOR SALE

Isuzu 27 without transmission but all other accessories, \$1,200. Also Isuzu spare parts 25% of new price. Avon 4-man life raft, \$1,300 reinspected for \$1,100 without reinspection. Seagull, 40 plus, \$225. Spare electronic ignition for Seagull, \$50. Seagull lightweight 40, \$200. Galley Maid kerosene stove with oven, 3 gallon tank, \$50. Alcohol burners \$5 each. 15 gallon collapsible holding tank, \$75. Ten-foot Avon inflatable, \$400. Frank (408) 423-4604.

TRADE WORK FOR SAILING TIME

Experienced partners will do mechanical work and other maintenance/repairs, etc. in exchange for sailing time. Don (388-7243 (w), 456-7877 (h), or Tim 285-0130.

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Bound for Mexico or further? We have all the gear you'll need. Magnavox 4102-\$2000, Avon 4-man, valise, double floor life raft, \$1,850. Both purchased new October 1984. 35# CQR, 40# Paul Luke, 22S Danforth w/chain, 150' 5/16" Triple B, Avon Federest floorboards, oars, engine bracket, bellows, oars, \$495, Frieberger, Davis sextants. Much more, all at substantial savings. For prices and full inventory, call Tom evenings (619) 265-8305.

26' PEARSON ARIEL

Full keel fiberglass sloop, 1964. Spinnaker, four jibs, good main, Yanmar diesel. Standing headroom, kerosene stove, depth-sounder, boom tent, anchors. Monterey mooring available. \$14,850. Tim at (408) 375-2067.

SANTANA 27

Diesel, 7 winches, halyards to cabin top for single or small crew, VHF, Fath., RDF, stereo, 100%, 120%, 140%, spin., main 2 reefs, anchors, custom wood interior. \$16,900. 339-2891, 339-3858.

COLUMBIA 26 MK II — 1970

Excellent condition. 3 sails, VHF, D/S, KM. 5 berths, galley, enclosed head, carpeted, shore power, 10' H.D. liferaft. 14 hp and 6 hp O/B's. Oyster Pt. berth. Priced for quick sale. \$8,900. (415) 941-5566

BEST BUY RANGER 37

Well behaved and very beautiful semi-flush decked racer/cruiser in nice condition. Dark blue Imron, 4 1984 sails, 11 others, Loran, VHF, Atomic inboard, tiller, hydraulic backstay, best offer near \$53,000. Jim at 885-2740 (eves).

PARTNERS WANTED! 1977 ISLANDER 32

Excellent condition, beautiful teak interior. 3 jibs, Orinda autopilot. 50% interest \$4,500 & \$325/month (\$238 deductible). 33% \$3,000 & \$220/month (\$159 deductible). Jeff 465-3552, 786-2400.

ALBERG 35

1962 ocean cruiser, new Atomic 4-20 hours documented, 8' sailing dinghy, main, 3 jibs, VHF-SSB-RDF-TV, gimbaled CNG stove/oven, and more. \$45,000. Don Brunette Yacht Brokerage Alameda (415) 865-5259

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VALIANT 32 CRUISING CUTTER

Designed as the ideal cruising yacht by R. Perry. Built-in safety and performance using the finest quality materials. This Valiant cruising cutter is ready for any sailing adventure.

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Electronics & galley complete — AC/DC freezer/refrig./stove
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6 S/S Barient winches — 4 bags sails
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Professionally maintained — Excellent condition
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I-beam chassis with wheels with detachable steel cradle with adjustable pads. The unit is steerable and made for transport of sailboats on cargo ships. Made for 36-ft boat. Trailer is 20-ft long. Offers. (415) 948-5979 (eves).

1953 MALE FOR SAIL AND TRIMARAN

Otra vez — CT class winners 1984 Doublehand Farallones seek quality multi-speed wench for various weekend activities. Specs to David Custodio, 3410 Gregory Dr., W. Pittsburg, Calif.

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Available month-to-month or long term.
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46-ft Lapworth wood sloop, 1954. Very good cond. with new teak decks, Westerbeke diesel, Loran C, ham, Aries vane, etc. A proven cruiser and comfortable liveaboard that is also a 5-time TransPac winner. \$45,000 firm. 236-9817.

1974 CAMPER & NICHOLSON CUSTOM ALUMINUM

35'3"x27'5"x11'9"x6'9" approx. 16,000 lbs. Strongly built w/great care for Peter Nicholson. Unpainted aluminum topsides shows quality of work. Perkins 4-108, 12 Lewmars, 15 sails, hydraulics, B&G instruments, 8-man Beaufort, stereo, forced air heat, Icom VHF, rod rig, numerous spare sheets, halyards, etc. Designed/built/equipped as world class ocean racer. Has completed transAtlantic w/custom bronze/stainless Aries vane. Very capable racer/cruiser & an excellent single or short-handed ocean-going sailing machine. \$67,500. 206/522-9312(e) Seattle

26' CHEOY LEE FRISCO FLYER

Bristol condition, fiberglass hull, teak cabin, decks, and interior. New interior cushions, and rigging. Diesel engine, full boat cover, VHF. Will consider financing. \$19,950. Craig, (415) 521-5427.

H-28 — MODIFIED, DOUBLE PLANKED KETCH

Rigged for safe, easy sailing. 29'5" LOA, 8'11" beam, 3'9" draft. Copper fastened. White hull, masts. Brightwork cabin sides, coaming, bowsprit. Beaut. varnished wood joinery, spotless accommodations 'tween decks. \$32,000. (415) 820-0748.

INEXPENSIVE SAILING

Enjoy nearly unlimited use of 1981 Windrose 5.5 for only \$60 per month. Berkeley berth. Fun, roomy boat that sleeps 4.5 1/2 hp Johnson o.b. Will consider sale. (415) 284-7163 (evenings & weekends)

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Racer/cruiser, 150%, 130%, 100%, spin., PHRF prepared, Harkens, Lewmar winches, all running rigging led aft to cockpit, k.m., compass, OB, internal outhaul, split backstay, lg. cockpit, Calkins trailer. \$6,000/will deliver. 916/622-2890 d, 622-6080 n

SEA BLOSSOM

Junk rigged Nor'Sea 27 very customized layout. So. Pacific vet, Monitor vane, Yanmar, 4 anchors, Avon w/OB, ham radio, scuba, much more. Ready to cruise away? \$39,900/b.o. Send for pics. (213) 472-9428, 19738 Gilmore, Woodland Hills CA 91367.

OLSON 40 "FASTIDIOTS"

\$125,000

For sale, for lease, for charter or possible partnership. Owner moving to Alaska. This beauty comes with four spinners, five headsails and a main. All used less than 1 year. She has instruments up the nose and a tub of trophies. A partnership includes a poss. slip in Santa Cruz. See her on C-Dock in Santa Cruz or call Pat at (408) 395-3675.

WESTSAIL 43 TALL RIG CUTTER

Bristol blue water cruiser, comfortable liveaboard while you plan your voyage, factory finished, easily handled by couple, all wood interior, slip, extensive inventory, will consider small sailboat in trade; (213) 549-5582, after 5 pm for further information.

NEW OWNER WANTED

To race & cruise this beautiful custom designed 27-ft sloop. Built in Europe to Lloyds standards, you must see craftsmanship to appreciate it. No expense has been spared in equipping for family sailing on Bay, ocean or Delta. Winner of its division 2 years running. She's ready to race w/7 winches, internal halyards & 12 sails. For cruising she sleeps 6 in full size berths. Navigation is a snap w/full nav station & full B&G instrumentation. Call for complete equipment list. Owner anxious. Assistance w/finance or you name it. \$20,500/or B.O. 415/326-6484

24' ISLANDER BAHAMA

Large inventory. Divorce forces low price of \$5,500. Part trade for transportation. Leave a message 652-4401 ext. 635.

'76 RANGER "33"

Nice racer/cruiser, Hoods sails: main, jib, 150%, MPS spinnaker, speedo, depth sounder, double burner Optimus stove, Shipmate heater, 12v & 110v. system, awning, dodger, self-tailing winches. \$40,500. (503) 223-9592 (eves) Floyd French

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| PIER 39 SLIP FOR RENT 50' slip on east side. Good view. Great location for sailing. Negotiable rent. (408) 247-9324. | MOORE 24 — "FLYING CIRCUS" — \$15,500 Complete, competitive, fully equipped for one-design or ocean racing. Sails, motor, trailer, radio, much more. This boat has been actively campaigned and is realistically priced. Must sell. Roger (415) 387-4590, (415) 681-4150 | FOR LEASE Catalina 30 cruise equipped. Diesel, wheel, roller furling jib. Emeryville berth. Seven days a month for only \$160 per month. Please call John at 229-2227 after 6, or Jim at 933-7900 8-5. |
| S2 CENTER COCKPIT 30' walkthro', hot pressure water, shower, bathtub, VHF, knot, depth, AC, phone, batt. charger, alcohol stove, lines aft, Lewmar S.T. 305, 12 horse Yanmar, new shaft, 3 blade bronze prop. \$42,950. (415) 536-1408 owner, keep trying. | RANGER 33 1978 one owner classic sloop. Exceptionally clean, superb condition inside and out. Well equipped. North sails. Atomic 4 engine, low hours. A lovely much loved yacht and a fine fast Bay and ocean sailing vessel. (415) 493-7281 or (408) 425-5351. | CATALINA 27 Great Bay boat, perfectly maintained. New: sails, spars, rigging, lifelines, engine, batt., cushions, paint, more! Recent haul-out/survey. VHF, fathometer, autopilot, extras. Paradise Cay berth. \$18,900. Looking for a Catalina 30. Dave 415/383-7537 |
| PARTNER WANTED 1980 C&C LF 38'. Excellent condition, all North inventory inc. gennaker, Hood roller furling, Sailor and Datamarina electronics. Plus much much more. Let's talk. Call Don 574-5661 (eves). | 1977 ISLANDER 32 Excellent condition, beautiful teak interior. 3 jibs, Orinda autopilot, 2 cylinder Volvo diesel. Must be seen to be appreciated! Handles beautifully with a stiff feel. Outsails many 36's. \$48,000. Jeff 469-9852, 788-2400. | 26' CLASSIC #PIC RACING SLOOP <i>The Julie Ann</i> . Mahog. on oak frames. Professional reconstruction, completely sound. Sailed Los Angeles to San Francisco to race again. Sailed in Master Mariners. Galley. 2 mains, spinnaker, genoa, 3 headsails, new dodger. \$6,800. 332-9100. |
| AMERICAN MARINER 23 '76 Shoal draft sloop. 7'11" beam, 3,000 lb. dis., standing headroom, built in alcohol stove, icebox, sink, water storage, Portapotti, Johnson 6 power, E-Z Loader trailer, many extras, excellent cond. \$7,450. Will sell without trailer. 209/634-8752. | FREEDOM 45 — GARDEN DESIGN '77. Fiberglass hull. 101 hp Detroit diesel, center cockpit, teak decks and interior, spacious aft stateroom, new rig and sails, new winches, all new electrical and plumbing. Includes Avon sportboat and 5 hp motor. Perfectly comfortable as cruiser or liveaboard. Save brokerage fees. \$145,000/offer. Full specs. Call (415) 332-6120 | PIER 39 SLIP FOR RENT 40' slip on D dock. Available long term. (805) 654-8987 (eve), (818) 991-3390 ext. 256 days. Ask for Evelyn. |
| 26' MARIEHOLM INTERNATIONAL FOLKBOAT Swedish built full keel fiberglass sloop. 1969. Four sails. Spinnaker, dry dodger, compass, RDF. Halyards lead aft. Needs rudder work, outboard, and haul-out. Priced to sell, \$10,000/B.O. 835-8522 | | RIG FOR 36' KETCH 38' main with 12' roller reefing boom, 28' mizzen with 8' boom. With all standing and some running rigging. \$1,000 for everything. 521-9876. |
| 1981 WINDROSE 5.5 Excellent condition, sleeps 4, fixed keel, 8 ft. beam, 5 1/2 hp Johnson o.b., EZ Loader trailer. Berkeley berth. \$5,800. Call (415) 284-7163 (eves/weekends) | SAVE \$\$ New: Aries vane \$900; Loran 767-C \$500; sextant \$400. Horizon VHF \$300. Zodiac: Mark II \$900; 6-man TransOcean liferaft \$1400. Merc. 9.8 hp \$900. New sails for 36': Sutter—155% \$900/110% \$400; North 95% \$500; drifter \$500. Bill 332-8202 | CHARTS FOR SALE OR TRADE (AND WANTED): For sale or trade: Guam, Japan and Korea. Charts Wanted: Mexico, Costa Rica, Panama, Caribbean and Europe. Experienced cruising couple on a 36-ft steel ketch will be heading south in Jan. 2 crew positions available/share expenses. 408/296-2272 |
| ISLANDER BAHAMA 24 1968, new cruising sails, DeWitt racing sails — 2 years, new 150, new spinnaker, VHF, depth, knot, stereo, new rigging, active racing and cruising association, good condition. \$7,000. (415) 799-6159 | MAST 40'8", double spreaders with all rigging wire, lights, turnbuckles. Sale or trade? (415) 865-6088. | 1970 COLUMBIA 26 MK II Excellent condition. Main, jib & spinnaker, VHF, knotmeter. New 10 hp Honda O/B. Richmond berth. (415) 930-6218 (eves) |
| 30-FT BRITISH CRUISING YAWL Fiberglass, teak decks, aluminum spars, Sabb diesel wheel or tiller. Offshore equipped including Avon Redcrest, 11 sails and more. A high quality boat in very good condition. Asking \$29,950. (415) 254-6546. | ISLANDER 36 — PRICED TO SELL NOW! Only \$58,000/offer; the least expensive full loaded I-36 in the Bay and is in wonderful condition! This superb and powerful ocean/Bay cruiser and champion racer is complete with full live-aboard accommodations, including a heater, AC and telephone system, pressurized hot and cold running water with shower, stainless steel galley and much more. This boat includes a full sail inventory including spinnaker, completely electronics including S.S.B., and full instrumentation including RDF. Call (415) 563-2111 or 332-5000. | PIER 39 50-ft boat slip. For rent at \$325/month . . . or rent with option to buy. Call Roger or Ann at (415) 321-9211 or (415) 327-5367 |
| YOUR FIRST BOAT This Newport 20 will take you anywhere on the Bay or Delta. Very roomy and comfortable, sleeps four, galley, 2 jibs, spinnaker, plus many improvements. Berkeley berth. \$5,000 or make me an offer I can't refuse. Mike 655-7115. | | EXCELLENT LIVEABOARD YACHT 1980 sloop. 24 hp diesel, large cabin, refrigerator, hot & cold pressure water, wind dodger, tent cover. Must sacrifice before wife divorces me! \$52,000. Call (415) 747-0234 after 7 p.m. or weekends. Weekday (415) 571-1300. Ask for Dan. |
| BEAR BOAT Bear No. 39. Nunes Bros. built, Sausalito 1947. Excellent 23', 2 1/2 ton Bay sailor. Asking \$4500. Call Marc or Geoff at 986-3642 or 664-7035 or 563-6610. | OLSON 40 "AMBUSH" Owner starting a family. Race equipped. Three spinnakers, six headsails, and main. She is in pristine condition, commissioned in September 1983, hull #17. Will sacrifice at \$129,000. Call John at (415) 979-5786 days, (415) 435-2714 (eves) | KETTENBURG 40 1961, outfitted for cruising. Good condition. Aries, Farymann diesel (30 hp), Avon, S/L windlass. Plenty of navig. and safety equip. Wood boat. \$38,000. Derek 485-6776. |
| CATALINA 25 Swing keel, EZ Loader trailer. 7.5 Honda, new cruising spinnaker, AM/FM cassette and many more extras. Will consider 17' to 22' sailboat in trade plus cash. Asking \$13,750. Call Fred (408) 743-2943 (days), (408) 923-4223 (eves/weekends) | 80% OF USE FOR 20% OF COSTS!!!! Fantastic partnership opportunity available: loaded Islander 36, race and cruise equipped. \$6,000 cash plus \$250 per month. Other partners rarely use the boat due to extremely busy schedules. Call Jim at 885-2740 (eves). | 1980 HANS CHRISTIAN 43 Cutter. Low engine hours. Like new. Sausalito berth. \$105,000. 332-4722 / 388-5321 |
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| <i>Sea Berths</i> custom bed sheets for your boat 415 775-5154 | | I-36 CHARTERS (415) 331-6234 Sausalito Skippered charters for the price of a bareboat |
| AMERICAN EAGLE CHARTERS Skippered 34-ft Peterson, \$175/per day (4 people) Bareboat: 30-ft Catalina, \$125/per day; 27-ft Catalina, \$65/per day; 25-ft Catalina, \$50/per day Delta Cruises leaving from Stockton. (209) 823-0425 | | NOR-CAL COMPASS ADJUSTING Magneuto™ System Exclusively 1. Boat Remains In Berth 2. Owner's Presence Not Necessary 3. Eliminates Deviation Dick Loomis (415) 453-3923 days or eves |

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| \$8,000/B.O. — 1966 CAL 25 — BERKELEY BERTH Excellent first boat for daysailing, racing and overnights to Angel Island. 10 bags of sails incl. very fast Pineapple spinnaker. Evinrude o/b, knotmeter, alcohol stove, lots of fenders and dock lines, battery. Frank 527-2061 (e), 498-5625 (d). | CATAMARAN NACRA 5.2, with galvanized trailer both in excellent condition. Will trade for a good Laser with trailer. \$3,800. Call Jim (408) 375-7043. | CREW POSITION DESIRED Professional couple wants to crew to South Pacific, West, or Caribbean. Offshore experience, scuba diver, water oriented. Able to share expenses. Reply: 4619 Niagara Ave., San Diego, CA 92107 or (619) 222-4802, (619) 231-6666. |
| MEANDER Poor health forces sale of 28' Winslow cutter. Built by Aiken, mahogany on oak. Recently remodelled interior includes propane stove with oven. \$12,000. Write or call: Barry Heit, P.O. Box 487, Capitola, CA 95010, (408) 462-5899. | ZODIAC INFLATABLE MK II Neoprene and Hypalon construction. Resists all weather and pollutants, Mercury 20 hp low hours, trailer, depth sounder, wheels and other accessories. Outstanding condition. \$2650. (415) 949-1969 | FOR SALE: EL TORO #10940 1984 self rescuing F/G racing El Toro built by Sailnetics, including new trailer and new Pineapple sail. Boat sailed only once! Price: \$1,495.00. Contact Mike Jefferies, Days; 553-1133, nights: 397-3666. |
| J/24 '82 with professionally faired keel & rudder. 2 suits of sails. 5hp Mariner outboard. Additional items too numerous to list. Asking \$18,000 o.b.o. 2 axle trailer available. Buy this boat if you want to go fast! John Williams 415/331-8154 (b), 415/331-2946 (h). | CAL - 34 Sleeps 6, dines 8, drinks 12. Fully equipped: Loran, autopilot, windlass, furler, etc. Coronado YC. (619) 435-3849. Priced to sell by owner. | ARIES 32 Beautiful Bay and offshore cruising sloop. Fiberglass hull with warm and bright teak interior. Over 30 Aries in Bay Area. Diesel. Well equipped. Excellent condition. Sausalito berth. Partner(s) also considered. Owner (415) 383-8215. |
| ENDEAVOUR 37 Cutter rigged, bluewater sailboat. Great liveaboard, pressure water, refrigeration. Trade for J/30, property or \$79,500. 994-8137 (e) Chris 876-7722 (d) | FOR SALE — 45 H.P. 4 CYL. ISUZU DIESEL All acc., but no trans. New. \$1,500. Phone (415) 327-6729 (eves) | MERIDIAN - 26 1961 F/G Rhodes designed sloop. Full keel pocket cruiser with 4 sails, electronics, water tank head, outboard in transom, etc. Beautiful condition, Sausalito berth. Sailaway for \$10,500. Call (415) 921-7917 (anytime, message days) |
| FOR SALE Roberts Maritus 45 Hull. C-Flex, fiberglass. Solid professional layup. (415) 349-1735 or call (415) 570-6632 and leave message on my business tape answering machine. | CITY LIFE For rent — 50-ft slip Pier 39. \$362 per month. It is like having an apartment in the city. Owner might also consider sale of slip or partnership deal on a boat. (415) 435-5249. | SEA JAY 6 MAN INFLATABLE LIFE RAFT And all ocean/TransPac survival equipment. Valise container. \$1,500. Phone (415) 687-0111 (weekdays). |
| CREW WANTED M/F Join me in warm waters of Mexico. Must be willing to share expenses/perform maintenance as needed. Will be in Bay Area Nov./Dec. (408) 978-3393 or write Yate <i>Whispurr</i> , c/o Capitania Del Puerto, La Paz BCS Mex. Open plans. Hans Christian 34. | ETCHELLS 22 Steal at \$9,500. Trailer, good sails, fine tunes. Race in the most competitive fleet around. 332-7240. | MACGREGOR 36-FT CAT Clean, factory options, plus extras, 2 Johnson 9.9, remote controls, 3 sails, capsize recovery gear, potty, trailer, Awlgrip finish mast and boom, \$22,000. Oliver, 5729 E. Siverly, Fresno, CA 93727, (209) 291-6513. |
| HERRESHOFF H-28 Unmodified. 28-ft ketch in bristol condition. Beautiful, fast, gentle and balanced. Very complete gear and electronics. New cover. Grey 25 hp '76. Perfect for Bay, Delta, Mexico, etc. A joy to sail and cruise. \$17,000. (415) 525-0279 (e). | A MUST SELL DEAL Beautiful Ed Monk 25 sloop. Cedar on oak, in great condition. Set to go, electronics, etc. Surveyed at \$10K, must sell now! Offers. (415) 453-1029, or (415) 232-3567 | COLUMBIA 26 MK II — "ATREVIDA" 1972, Saildrive, 5 jibs, 3 spinnakers, lots of extras, Barient 21 primaries, shore power, well maintained, excellent race record. \$15,000. Phone (707) 643-3590. |
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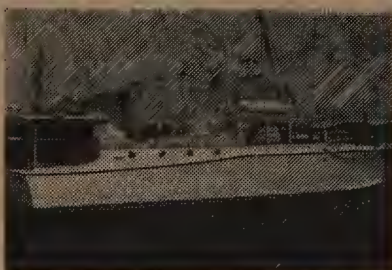
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| 51' | STEPHENS tri cabin, twn GM dsls. try | | 90,000 |
| 55' | CHRIS flush deck, tri cabin, twn dsls. try | | 85,000 |
| 57' | CHRIS CONNIE, motor yacht, bristol. | | 95,000 |

KERMIT PARKER YACHT BROKERAGE

(415) 456-1860



San Rafael Yacht Harbor, 557 Francisco Blvd., San Rafael, CA 94901



38' RHODES

Sloop. Stern, transom & bottom recently rebuilt. Immaculate. \$39,000.

Also 38' custom trailer \$4,500.



45' BURNS NEW ZEALAND

Ketch. Aft cabin. Great liveboard. Has been extensively cruised. One owner. Asking \$108,000.



38' LAURENT GILES

Cutter. 'Tilly Whim'. Immaculate and fast. Ready to cruise. Asking \$38,000.



KETTENBURG K-38

Full boat cover. Owner wants out. Try \$25,000.



34' SPARKMAN STEPHENS

Yawl. A beautiful classic. Extensive re-fit '83. New Pryde sails. Asking \$29,000.



35' CORONADO

Center cockpit, great liveboard. Recently rebuilt engine. Asking \$38,000.



20' FLICKA

With Yanmar diesel. Very spacious, 6' headroom. Designed as an ocean-going pocket cruiser. Offers.



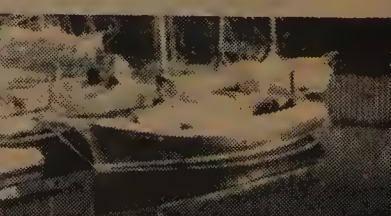
32' WESTSAIL

Diesel. Ready to Cruise. Rough but sturdy. \$40,000.



18' HERRESHOFF CAT BOAT

Great condition. Ideal Delta/Tahoe boat. Asking \$9,500.



22' HERRESHOFF EAGLE

Pretty gaff-rigged day sailer in excellent condition. A bargain! \$7,000.

SELECTED BROKERAGE

30' Baba ctr, '80, f/g, dsl.....69,000
 30' Cal 2-30, '68, f/g, dsl.....28,500
 30' Cal 2-30, '75, f/g.....29,500
 30' Catalina, '81, f/g.....38,500
 30' Ericson, '67, '68s, '69s. 5 frm 27,950
 30' Fisher Northeast MS, '76. 64,500
 30' Olson, slp, '80, f/g.....29,000
 30' Newport, slp, '76, f/g.....35,000
 30' Pearson, slp, '76, f/g.....32,500
 30' Ranger, slp, '78, f/g.....34,000
 30' Rawson, slp, '74, f/g.....37,500
 30' S-2 9.2A, slp, '78.....39,000
 30' Tartan, slp, '78, f/g.....41,500
 30' Yamaha, slp, '79, f/g.....41,900
 30' Wylie cstm ¾, '76, f/g, dsl. 40,000
 31' Cal, slp, '79, f/g.....47,000
 31' Pearson, '78, f/g, dsl.....37,900
 32' Columbia 9.6, slp, '77.....45,000
 32' Endeavour, slp, '79, f/g.....55,000
 32' Ericson, '70, '77.....2 frm 29,500
 32' Islander, slp, '74, f/g.....45,500
 32' Marieholm, '74, f/g, dsl.....44,000
 32' Targa, slp, '78, f/g.....47,500
 32' Vanguard, slp, '62, f/g.....32,500
 32' Westsail, (2)'74s.....2 frm 47,500
 33' Morgan PH, '80, f/g.....84,250
 33' Ranger, slp, '74, f/g.....42,500
 33' Windward, slp, '47, wd.....21,500
 34' Cal 2-34, slp, '76, f/g.....49,000
 34' C&C, slp, '81, f/g.....69,500
 34' Chinese Junk, lug, '62, wd. 50,000
 34' Coronado, slp, '67, f/g.....34,950
 34' Dash, slp, '82, f/g.....49,000
 34' Ericson, slp, '78, f/g.....53,750
 34' Farr, slp, '83, f/g.....66,000
 34' O'Day, slp, '81, f/g.....66,000
 34' Wylie, slp, '80, f/g.....59,000

35' Cal, slp, '80, f/g.....71,000
 35' Cheoy Lee Lion, slp, '65, f/g 45,000
 35' Ericson, slp, '79, f/g.....65,000
 35' Fuji, kch, '75, f/g.....69,900
 35' Rasmus, slp, '73, f/g.....65,900
 35' Santana, '79, '80.....2 frm 70,000
 36' Columbia, slp, '70, f/g.....48,000
 36' Islander, slp, '71, f/g.....44,995
 36' Yamaha, slp, '80, f/g.....72,000
 37' Hunter, ctr, '82, f/g.....69,500
 37' Islander, kch, '77, f/g.....63,000
 37' Pacific Seacraft, ctr, '78, f/g 61,500
 38' Downeast, slp, '76, f/g.....74,000
 38' Ericson, slp, '80, f/g.....87,500
 38' Farallone Clipper, slp, '55.....50,000
 38' Farr, '80, '83.....2 frm 88,000
 38' Morgan, slp, '78, f/g.....93,400
 39' Cal, '79, '80.....2 frm 95,000
 39' Hess cstm, slp, '48, wd, MS2,000
 39' Yorktown, '80, f/g, dsl.....75,000
 39' O'Day, slp, '82, f/g.....87,500
 40' Acapulco, ctr, '78, f/g.....119,500
 40' Lady Helmsman, slp, '79.....55,000
 40' Raina, dsl.....105,000
 40' Reimers, ctr, '57, wd.....40,000
 40' Herreshoff, ctr, '38, wd.....74,500
 41' Islander, slp, '76, f/g.....109,000
 42' Cooper 416, slp, f/g.....127,500
 42' Spencer, slp, '66, f/g.....69,000
 42' Westsail, '76, '77.....2 frm 125,000
 44' Peterson, slp, '78, f/g.....129,000
 45' Columbia 45, kch, '74, f/g.....99,000
 45' Explorer, kch, '79, f/g.....114,000
 45' Morgan, slp, f/g.....220,000
 46' Grdn cstm, kch, '70, wd.....125,000
 47' Garden Vagabond, kch.....139,500
 48' Mapleleaf, slp, '76, dsl.....194,500
 50' Columbia, slp, '66, f/g.....99,000
 50' Gulfstar, '77, '79.....2 frm 176,000
 58' Stone cstm, kch, '75, dsl.....270,000

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Ctr ckpt p.h.. Ultimate liveaboarder, gen., refrig., aft statern w/dbl bed, inside & ckpt controls, fin keel w/skeg rudder, Isomat spars, Lewmar winches, Nicro Fico/Schaefer deck hardware, PAR water sys., Bomar hatches & more!

MT36 by Robert Perry

Canoe stern, Isomat spars, Lewmar winches, Bomar hatches, Nicro Fico deck hardware, boom gallows, Yanmar diesel, PAR equipment. **Special Introductory Sallaway Price: \$72,500.**

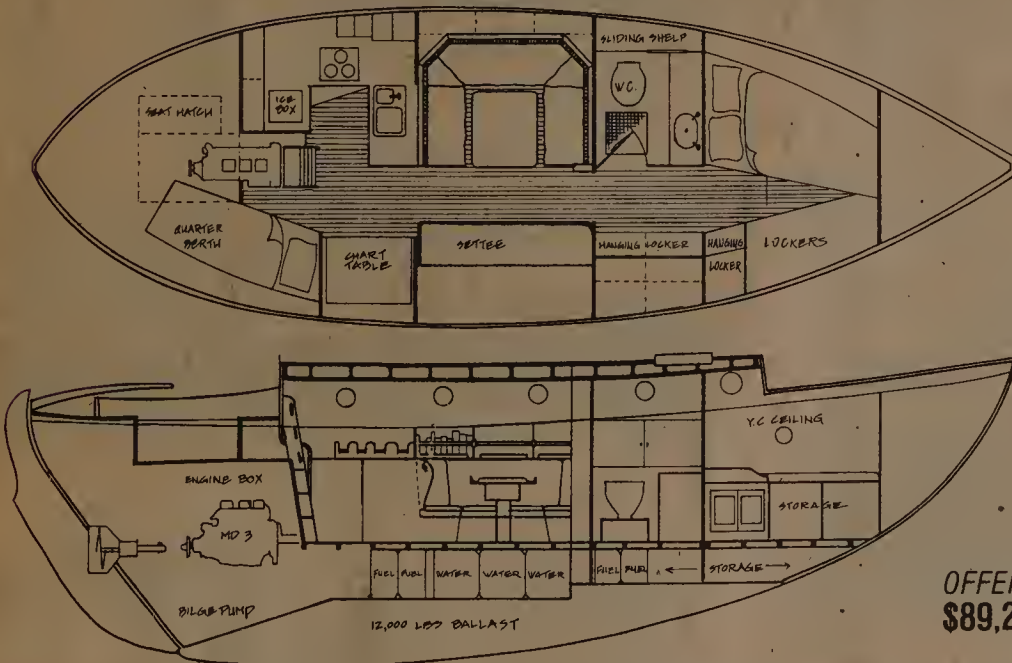
30' '80 Islander Bahama, dsl slp. 39,900
 31' '67 Cheoy Lee kch, dsl, f/g... 39,500
 31' '79 Pearson slp, f/g, dsl..... 44,000
 32' '70 Ericson slp, Atomic 4... 33,000
 33' '74 Pearson 10 Meter, f/g, gas 45,000
 36' '73 Columbia Mk#, slp, gas... 42,000
 37' '76 Gulfstar, slp, dsl..... 80,000

37' '77 Island Trader kch..... 63,000
 40' '72 Trintella kch, dsl..... 129,000
 44' '77 Peterson slp, dsl..... 134,900
 44' '75 Peterson slp, dsl..... 117,500
 51' '83 Formosa piloths kch, dsl 125,000
 53' '74 Skookum piloths kch, dsl 1235,000

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**OFFERED AT:
 \$89,250**

L.O.A.: 36'9"
 DISPLACEMENT: 27000 LBS.
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 BEAM: 11'8"

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| 22' COLUMBIA, very clean, be a good starter..... | 5,500 |
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| 24' SEAHORSE yawl, plywood, nice..... | 6,000 |
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| 26' BALBOA, choose from two, both fixed keels..... | from 12,900 |
| 26' PEARSON, very nice..... | 13,500 |
| 26' SAN JUAN, new listing..... | Inquire |
| 26' COLUMBIA, very clean..... | 12,950 |
| 27' CATALINA, new listing..... | 19,500 |
| 27' CAL T/2, inboard diesel, instruments..... | 16,500 |
| 27' BALBOA, 8.2 Evinrude 9.9..... | 18,500 |
| 27' ISLANDER, new listing, inboard..... | 17,500 |
| 27' MORGAN, '74, 4 sails, 3 yr old diesel..... | 22,250 |
| 27' ERICSON, '73, inboard, 4 sails..... | 26,500 |
| 28' O'DAY, '79, lifelines, pulpits, bargain..... | 23,500 |
| 30' COLUMBIA..... | 25,900 |
| 30' ISLANDER MKII, '73, pedestal & gas..... | 25,950 |
| 30' ISLANDER BAHAMA, '79 pedestal/diesel..... | 37,500 |
| 30' PACIFIC, full keel, inboard gas..... | Inquire |
| 31' PEARSON, new listing, loaded..... | 39,500 |
| 32' ISLANDER, diesel, pedestal, very nice..... | 45,500 |
| 9.6 COLUMBIA..... | 39,500 |
| 33' HUNTER, diesel, wheel..... | Inquire |
| 36' ISLANDER: choose from several, 1-design..... | Inquire |
| 38' C&C..... we have 2 available.....one at \$59,500; one at 89,500 | |
| 38' DOWNEAST, full keel, see it now!..... | 77,000 |
| 39' YORKTOWN, fine for liveaboard..... | 75,000 |
| 40' PEARSON, loaded..... | 120,000 |
| 41' IRLPORT Ketch, great liveaboard..... | 112,500 |
| 41' FORMOSA, (like CT), owner anxious..... | 55,000/firm |
| 41' MORGAN OutIsland..... | Inquire |
| 41' CHEOY LEE ketch, bristol condition..... | 105,000 |
| 42' WHITBY ketch, very good boat..... | 120,000 |
| 44' PETERSON, '75, 4 sails, Perkins diesel..... | 117,500 |

FEATURED BOAT OF THE MONTH: \$89,900

TRADE UP! 40' '79 ISLANDER PETERSON. TransPac equipt, Loran, 10 man cannister liferaft, 10 bags sails, SSB, RDF, Barent winches, loaded. Replacement value: \$140,000.

PETER JONES YACHT BROKERAGE (415) 386-5870

BUYERS: If you're looking for a boat & don't see it here, or if you don't know which boat among the many alternatives will satisfy your sailing needs, then please call. My listings change constantly, & I may have some suggestions if you haven't decided on a specific boat.

| | |
|--|-----------|
| 44' CHEOY LEE KETCH '79. Fine Perry design. Must see..... | \$162,500 |
| 41' CT '75. Garden dsgn, dsl, Aries, life raft, Honda gen., many spares..... | 77,000 |
| 40' TRINTELLA '72. Quality cruising ketch. Ready to go anywhere..... | 129,000 |
| 38' ELVSTROM M/S. Unique Scandinavian design..... | Inquire |
| 38' MORGAN '78. Loaded with cruising & racing gear..... | 89,000 |
| 38' FARALLONE CLIPPER '60. Excellent condition. Diesel. Classic..... | Inquire |
| 37' GULFSTAR '76. 6 sails, Perkins diesel, vane..... | 80,000 |
| 37' TARTAN '78. Deep keel, S&S dsgn, suited to W.Coast wtrs. Below market value..... | 70,000 |
| 37' ISLAND TRADER KCH '77. Much upgrad. done, Angleman dsgn. Cruise ready..... | 63,000 |
| 36' STEEL CUTTER '63. Van de Stadt design, Mercedes dsl..... | 53,000 |
| 36' CHEOY LEE CLIPPER KETCH '70. Classic lines, much gear. S.F. berth..... | 64,500 |
| 35' MARINER '67. Garden design cruising ketch..... | 44,500 |
| 34' CORONADO '67. Excellent condition, roomy design..... | 34,950 |
| 33' NORWEST '78. Barents, dsl, autopilot & more..... | 55,000 |
| 33' VANGUARD '64. Exceptional condition, recent diesel..... | 35,000 |
| 32' PEARSON 323 '77. Volvo dsl. One owner. Clean..... | 55,500 |
| 32' PLANET CSTM SLP '72. Alan Smith design, NZ built strip-planked cruis. boat..... | 45,000 |
| 32' ERICSON '74. Clean with VHF, knotlog, depth and wheel..... | 32,000 |
| 32' CHALLENGER '73. Roomy fiberglass, San Francisco slip available..... | 39,900 |
| 32' LAPWORTH SLOOP '60. Strip-planked mahog., clean & fast..... | 25,000 |
| 31' MARIAH '78 by Pacific Seacraft. Cruising gear..... | 52,500 |
| 31' TRADEWINDS '70. Very roomy f/g cruis'g sloop w/ample gear..... | 27,000 |
| 30' HOLIDAY '59. Dutch built mahogany sloop. Bargain..... | Inquire |
| 30' ALBIN BALLAD '78. Very clean and cruise equipped..... | 39,000 |
| 30' SANTANA '77. Wheel, diesel, spinnaker and more..... | 36,000 |
| 30' COLUMBIA '71. Roomy with good gear and clean..... | 27,500 |
| 30' YANKEE '73. S&S dsgn, 8 winches, gd inventory, hyd. backstay, more..... | 29,900 |
| 30' U.S. '81. Volvo dsl, stereo, hot pressure water. Eager seller..... | 36,000 |
| 30' NORTHSTAR 1000 '73. Fast S&S sloop, Atomic 4..... | 20,000 |
| 30' PEARSON '79. Atomic 4, VHF, clean..... | Offer |
| 29' BRISTOL '77. Herreshoff design. Diesel..... | Inquire |
| 29' COLUMBIA '65. S&S design, nice shape..... | 19,900 |
| 28' ISLANDER '76. Volvo dsl, L.P., good inventory..... | 33,500 |
| 28' CUSTOM CAT KETCH '81. Unique, fast, cold molded beauty..... | 55,000 |
| 28' HERRESHOFF Ketch '50. The real thing in very nice condition..... | |
| 27' SANTANA '71. Inboard dsl., and extras..... | 18,000 |
| 27' CATALINA '72. Atomic 4, VHF and more..... | Inquire |
| 27' CAL 2-27 '76. Clean class boat from Great Lakes. Extras..... | Inquire |
| 26' RANGER '71. Clean one-design. Nicely rigged. Honda o.b..... | 15,000 |

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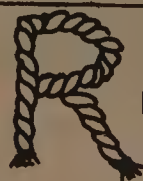


SAN FRANCISCO BAY BOAT BROKERS

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| 22' Santana..... | 1969..... | 6,000.00 |
| 22' Falmouth Cutter..... | 1979..... | \$24,900.00 |
| 24' Bristol..... 2 available..... | '67,'78..... | frm 8,500.00 |
| 26' Columbia MKII..... | 1971..... | 12,500.00 |
| 27' Santana..... | 1968..... | 12,500.00 |
| 28' Albin Cumulus..... | 1982..... | 33,000.00 |
| 29' Cal 2-29..... | 1975..... | 31,500.00 |
| 30' Pacific 30 (P-30)..... | 1972..... | 12,500.00 |
| 30' O'Day..... | 1973..... | 42,000.00 |
| 31' Cheoy Lee Offshore Ketch..... | 1967..... | 30,000.00 |
| 32' Aries..... | 1974..... | 39,500.00 |
| 32' Islander..... | 1977..... | 39,500.00 |
| 32' Cal 34..... 2 available..... | '68,'69..... | 34,500.00 |
| 37' Island Trader Ketch..... | 1979..... | 63,000.00 |
| 38' Elvstrom Super M.S..... | 1979..... | 75,000.00 |
| 38' Ingraham Ketch..... 2 available..... | '77,'83..... | 79,900.00 |
| 40' Cheoy Lee Midshipman Ketch..... | 1975..... | 90,000.00 |
| 41' CT 41 Ketch..... | 1975..... | 62,000.00 |
| 43' Gulfstar..... | 1978..... | 122,500.00 |
| 28' Hallberg P-28..... | 1958..... | 12,500.00 |
| 28' Original H-28..... 2 available..... | '46,'50..... | frm 19,000.00 |
| 30' Pacemaker Sportfisher..... | 1965..... | 14,500.00 |
| 30' Spitsgatter..... | 1948..... | 39,500.00 |
| 32' Chris Craft..... | 1966..... | 16,000.00 |
| 34' Master Mariner "Grampa"..... | | 3,000.00 |
| 36' Gilmer Auxiliary Ketch..... | 1979..... | 99,900.00 |
| 38' Farallone Clipper..... | 1960..... | 40,000.00 |
| 40' Master Mariner Sloop "Syrinx"..... | 1936..... | 59,500.00 |
| 40' S & S Bermuda Yawl..... | 1953..... | 65,000.00 |
| 40' S & S Auxiliary Yawl..... | 1960..... | 67,000.00 |
| 40' Kettenburg K-40..... | 1961..... | 45,000.00 |
| 45' Custom Cruising Ketch..... | 1974..... | Inquire |
| 24' Reinell..... | 1978..... | 15,500.00 |
| 38' Pacemaker Sportfisher..... | 1965..... | 39,995.00 |
| 63' Tuna Jig Fisherman, f/g..... | 1984..... | 375,000.00 |

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| 34' Chris Craft Catalina..... | 38,500 |
| 40' Fishing Vessel..... | 55,000 |

SELECTED SAIL

| | |
|-----------------------------|----------|
| 23' Aquarius w/trailer..... | \$10,000 |
| 23' San Clemente..... | 10,500 |
| 25' Freedom..... | 29,500 |
| 26' Ranger..... | 11,500 |
| 30' Buccaneer..... | 38,000 |
| 41' CT Ketch..... | 61,200 |

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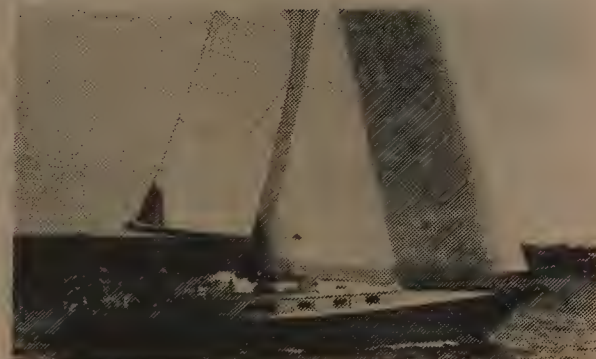
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A Bob Perry designed cutter with full keel and canoe stern. She has a U-shaped galley, full and shower and large V berth. FWC 30 hp Yanmar diesel, loads of storage, a beauty for the cruising couple. **\$75,000**



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American built to very high standards with an original owner that lavished care and attention on this lovely cruising yacht that is ready to be passed on to the next owner. Diesel engine, Edson wheel steering, Custom Dodger, VHF, Knotmeter/log, shorepower, she is in beautiful condition. **\$49,950**



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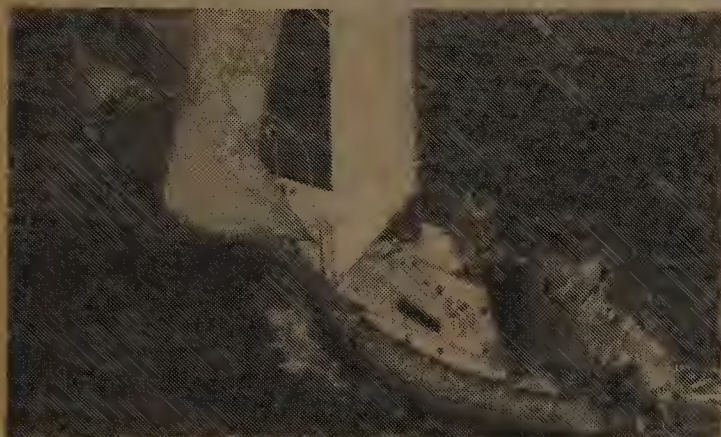
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One of three in the Bay Area. Custom built and equipped, flush deck with accommodations for a racing crew. Extra mast, 12 sails, rod rigging. Competitive in YRA or MORA. An ideal choice for someone looking for quality with a racing heritage. **\$37,500**



C & C 25

Quality and performance in a fully equipped racer/cruiser. Extensive inventory including six sails (2 chutes), Headfoil II, Barients, VHF, racing bottom finish, full spinnaker gear, a stiff able bay boat that will surprise a lot of bigger brothers. **\$16,750**

C & C's GALORE — RACE OR CRUISE

- ★ 25' C & C 6 sails, custom rigged, clean 16,750
- ★ 30' C & C 1/2 TON 12 Sails, rod rigging, custom . . . 37,500
- ★ C & C 35 MKI Very clean 54,950
- ★ C & C 35 MKII Lots of gear 64,500
- ★ C & C 36 Custom rig, loaded, Loran C 89,500
- ★ C & C 38' LANDFALL R. furling very clean 88,950
- ★ C & C 40' As new, spinn., good elect, Reduced . . . 99,000

CLASSIC CRUISERS

- ★ 30' PACIFIC Classic Nickols design, O/B, 4 sails 11,000
- ★ 30' CHOY LEE KETCH Diesel, shorepower, teak 26,500
- ★ 30' BALTIC CRUISER Inboard, Wood w/fiberglass over . . . 13,000
- ★ 30' ALBERG OYDESSY YAWL Very clean, purists delight . . . 38,950
- ★ 32' PEARSON VANGUARD New LPU, clean, Atomic 4 . . . 28,950
- ★ 32' PEARSON VANGUARD New rigging, auto-helm, DSL . . . 35,000
- ★ 36' CHOY LEE Clipper Ketch, Loaded 64,600
- ★ 40' PACIFIC 40 YAWL European Quality, BMW diesel . . . 74,500
- ★ 45' CUSTOM NZ KETCH Center cockpit, extensive gear . . . 108,000
- ★ 46' GARDEN KETCH Loaded, 6 sails, diesel, proven . . . 125,000

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- ★ 17' LEISURE Twin Keel, English sloop, new sails 4,500
- ★ 20' NEWPORT 6 Sails, Dink w/OB, Cockpit Cushions . . . 5,500
- ★ 20' O'DAY W/TRAILER Ready to go anywhere 5,500
- ★ 21' NORTHWEST Diesel, Pocket Cruiser, Delta Special . . . 10,000
- ★ 21' SPRIT 6.5 w/Trailer Clean, simple, family fun 6,500
- ★ 2-24 CAL 3 Sails, anxious owner 7,000

EXHILERATING HIGH PERFORMANCE — RACE READY

- ★ 24' J Class Sails, Spinn., priced right 11,500
- ★ 25' SANTANA 525 Go fast, one design, 2 from 15,500
- ★ 29' BUCCANEER 295 '84 "SEAFIRE" Farallones Winner . . . 39,000
- ★ 30' J 30 Very clean, lots of sails, ready to go 43,500
- ★ 34' WYLIE 34 Class sails, good electronics 59,000

GREAT STARTER — CRUISING BOATS — IB & OB

- ★ 20' CAL Great Bay boat, large 1-design 3,500
- ★ 23' ERICSON New instruments, new main, clean 8,000
- ★ 24' WINDARD SLOOP Full Keel, good sailor, classic . . . 7,900
- ★ 25' ERICSON 25 + Inboard diesel, Headroom, Tiller . . . 29,900
- ★ 26' WINDROSE NEVER SAILED 12,500
- ★ 26' COLUMBIA MK II Lg. 1 design fleet, 4 from 11,000
- ★ 26' INT. FOLKBOAT Classic Scan. design, 2 from 15,500
- ★ 27' SANTANA Diesel, 5 sails inc. spinnaker, lines aft . . . 18,000
- ★ 27' ERICSON IB/OB, good buys, 4 from 17,500
- ★ 27' MORGAN BMW diesel, 5 sails, spinn. new wiring . . . 20,250
- ★ 27' ERICSON Wheel, diesel, 4 sails w/spinnaker 28,000
- ★ 27' COLUMBIA 8.3 Inbd, headroom. NOT GOING ANY LOWER . . . 20,500
- ★ 27' SUN 27 Inboard, Bob Perry design, very clean 27,500
- ★ 27' CATALINA 3 Sails, ready to go. 3 from 16,000
- ★ 27' CORONADO Needs a nice home OFFER
- ★ 29' SUNWIND Diesel, 3 sails, European quality, reduced . . . 34,900
- ★ 29' COLUMBIA IB, 7 sails w/2 spinn. 18,000

MOVING UP — COASTAL CRUISERS

- ★ 30' ISLANDER BAHAMA Wheel, Signet, clean 44,500
- ★ 30' ERICSON Well equipped, 3 sails, Inboard 27,000
- ★ 30' S 29.2 C Center cockpit, aft cabin, Diesel 42,000
- ★ 32' ENDEAVOR Easy to handle, good sailer, 2 from 55,000
- ★ 32' ERICSON Inboard, well kept 34,000
- ★ 34' CORONADO Aft cockpit, new LPU hull & top sides . . . 34,950
- ★ 35' ERICSON 7 sails, new interior, Wheel, Spinnaker . . . 49,500
- ★ 36' ISLANDER Inboard, Tiller 2 from 55,000
- ★ 36' HUNTER Dodger, Dsl, s/t winches, R. Furling 65,000

LIVEABOARD EXPERIENCED OFF-SHORE CRUISERS

- ★ 29.9 BRISTOL Wheel, Custom Dodger, Electronics . . . 49,950
- ★ 30' BABA 30 Cruising Cutter, Electronics, Windlass . . . 66,500
- ★ 31' MARIAH Cutter, Diesel, Dodger, Much gear 61,000
- ★ 35' RAFIKI 35 Diesel, Generous teak, spacious cruiser . . . 67,500
- ★ 35' FANTASIA Cutter, autopilot, by appt. only 68,000
- ★ 35' PERRY CUTTER Dsl., lots of tea, spacious 75,000
- ★ 37' ANGLEMAN KETCH Diesel, teak decks 40,000
- ★ 37' IRWIN Cnt-cockpit Ketch, LOADED 78,000
- ★ 37' GULFSTAR New sails, new interior, has cruised 80,000
- ★ 38' OHLSON Swedish quality, many sails, needs TLC . . . 53,000
- ★ 38' DOWNEAST Cutter, Diesel, 4 cruising sails 74,000
- ★ 38' ERICSON Tri-cabin, Diesel, late model, sacrifice 87,500
- ★ 41' BRISTOL Center Cockpit, Loaded, REDUCED 169,000
- ★ 41' CHOY LEE Radar, Auto Helm, Loran 105,000
- ★ 44' ALDEN Cutter, GORGEOUS 325,000
- ★ 47' CHOY LEE OFFSHORE 47, Honolulu Vet 115,000
- ★ 50' GULFSTAR So. Pacific Vet., loaded, better than new 176,000

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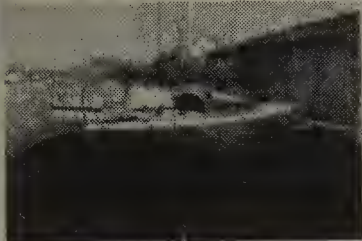
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| 23' BEAR | 9,500 | |
| 23' ERICSON | 7,800 | |
| 24' ISLANDER BAHAMA | 9,000 | * |
| 24' NIGHTINGALE | 14,500 | |
| 24' SAMOURAI | OFFERS | |
| 25' DAVIDSON | 25,000 | * |
| 25' FLEUR BLEU | 5,900 | * |
| 25' MERIDIAN 126 | 12,000 | |
| 25' PACIFIC CLIPPER | 13,000 | |
| 25' CHEOY LEE (FRISCO FLYER) | 19,500 | |
| 25' PETERSON | 2 from 15,000/OFFERS | |
| 25' FREEDOM (CAT RIG) | 29,000 | |
| 25' NORDIC FOLKBOAT | 9,000 | |
| 26' ARIEL by PEARSON | 13,500 | |
| 26' INTERNATIONAL FOLKBOAT | 18,900 | |
| 26' CONTESSA | 30,000 | |
| 26' EXCALIBUR | 2 from 13,900 | * |
| 27' ERICSON | 27,000 | |
| 27' CAL 2-27 slp | 2 from 22,500 | |
| 27' SANTA CRUZ | 12,500/B.O. | |
| 27' MULL CUSTOM | 2 from 10,900 | |
| 27' NEWPORT 27 S-II | 17,700 | |
| 27' CATALINA | 4 from 17,000 | |
| 28' HALBERGH SLOOP | 11,500 | |
| 28' ATKINS ENSENADA (FIG) | 29,900 | |
| 28' MAIR SLOOP 7/8th slp | 24,500 | |
| 28' NEWPORT | OFFERS/26,500 | |
| 28' LANCER | OFFERS/25,000 | |
| 28' SAN JUAN | 29,000 | |
| 29' CAL | 2 from 26,500 | |
| 29' CASCADE | 22,500 | |
| 29' RANGER | 2 from 29,000 | * |
| 29' SUNWIND RACER/CRUISER | 34,500 | |
| 29' BRISTOL | 49,950 | |
| 30' PACIFIC | 11,000 | |
| 30' CORONADO | 32,000 | |
| 30' OLSON | 25,950 | |
| 30' NONSUCH | 69,500 | |
| 30' ISLANDER MK II | 3 from 25,000 | |
| 30' NEWPORT (PHASE II) | 35,000 | |
| 30' TARTAN | 37,000 | |
| 30' COLUMBIA | 2 from 27,500 | |
| 30' FISHER MOTORSAILER | 64,500 | |
| 30' CAL 3-30 | 29,500 | * |
| 30' WYLIE 3/4 TON | 38,000 | |
| 30' PEARSON | 29,500 | |
| 30' BURNS 1/2 TON | OFFERS | |
| 30' US | 36,000 | |
| 31' PETERSON | OFFERS/TRADES | |
| 32' WESTSAIL CUTTER | 49,900 | |
| 32' ISLANDER MARK I | 39,500 | |
| 32' CENTURION | 37,500 | |
| 32' ERICSON | 32,000 | |
| 33' CHEOY LEE | 52,500 | |
| 33' TARTAN 10 | 29,950 | |
| 33' APHRODITE 101 | 49,500 | |
| 33' WYLIE | 75,000 | |
| 34' WYLIE | 59,000 | |
| 34' CHRISTENSON | 13,000 | |
| 34' HUNTER | 56,000 | |
| 34' CAL | 3 from 33,000 | * |
| 35' CORONADO | 44,000 | * |
| 35' ERICSON | 42,000 | |
| 36' ISLANDER FREEPORT | 2 from 99,500 | * |
| 36' S-II SLOOP | 70,000 | |
| 36' ISLANDER | 4 from 49,995 | |
| 36' CHEOY LEE LUDERS | 76,900 | |
| 36' CHEOY LEE CLIPPER | 64,500 | * |
| 36' COLUMBIA | 39,500 | |
| 36' ERICSON | 89,900 | |
| 37' TAYANA | 90,000 | |
| 37' ISLANDER TRADER | 63,000 | |
| 37' TARTAN SLOOP | 98,500 | |
| 38' C&C 'ENTERTAINER' | 77,000 | |
| 38' NORTHEAST | 68,000 | |
| 38' FARALLONE CLIPPER | 3 from 40,000 | * |
| 38' MORGAN | 2 from 79,000 | |
| 39' ROGERS 'SALT SHAKER' | 99,500 | |
| 40' ONE TONNER 'FEVER' | 155,000 | |
| 40' TRINTELLA IV | 129,000 | |
| 40' OLSON 'FAST BREAK' | 129,950 | |
| 40' CHEOY LEE OFFSHORE | 79,500 | |
| 41' COOPER 416 | 127,500 | |
| 41' FREEPORT ISLANDER | 120,000 | |
| 41' MORGAN OUT ISLAND | 89,500 | |
| 42' DUBOIS | 149,000 | |
| 42' PEARSON 424 | 131,500 | |
| 43' SWAN | 99,500 | |
| 44' CHEOY LEE | 162,500 | |
| 45' FREEDOM 45 KCH. | OFFERS/145,000 | |
| 45' COLUMBIA M.S. | 98,500 | |
| 46' CAPE CLIPPER | 135,000 | |
| 47' VAGABOND KETCH | 139,500 | |
| 47' OLYMPIC KETCH | 121,500 | |
| 50' COLUMBIA | 85,000 | |
| 50' FORCE KCH M.S. | 140,000 | |
| 50' GULFSTAR | 190,000 | |
| 51' HARLEY KETCH | 105,000 | |
| 58' RACING/CRUISER 'NATOMA' | 270,000 | |
| 60' MARCONI SLOOP 'SHAMROCK' | 99,000 | * |
| 75' RON HOLLAND KETCH | 850,000 | |
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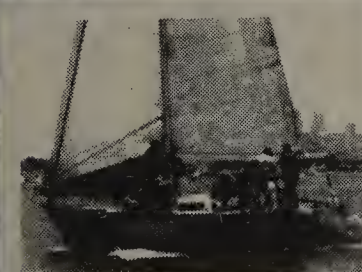
BURNS 30. Built by C&B Marine WEST Constraction, inboard diesel, greaf racer/cruiser. Try \$15,000. What a give-a-way!



SWAN 43. Classic Sparkman & Stephens design, teak decks, refrigeration, windlass, furling system, dodger, ready for cruising and priced way below market at just \$99,500 this is a steal! Swan quality for under \$100,000!!



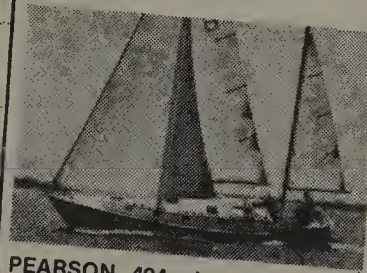
26' INTERNATIONAL FOLKBOAT. Sturdy and stiff Bay boat, superb condition, dodger, inboard diesel, owner financing available. Priced reduced to \$18,900.



ROGERS 39. Ultra competitive racer with a comfortable interior. B&G instruments, full sail inventory with many new sails, hydraulic system. Win IOR on the Bay and ocean with a state-of-the-art boat for only \$99,500.

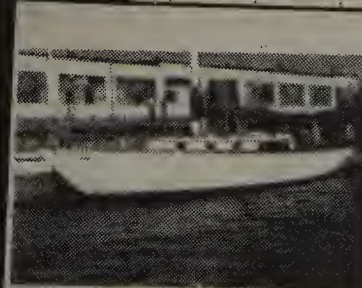


CAL 29 — Price just lowered. You can see her at our docks. Nice and clean! Season one-design champ and GREAT cruising boat. OWNER ANXIOUS!



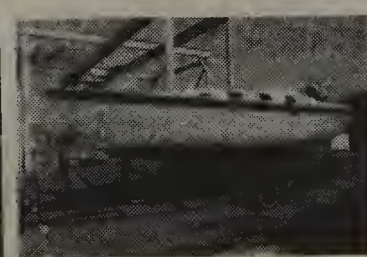
PEARSON 424 sloop. Very well-equipped and in superb condition. Loran, full electronics, etc. Seller very motivated and will consider offers.

sistership, ketch shown in photo.



LUDERS 36 by Cheoy Lee. Incredible condition - honestly! This yacht is better than new, many upgrades - teak decks, classic lines in a sturdy cruising boat. Dsl, recent survey, cabin heater, etc. Call today for details on 'Dandy'.

We are pleased to offer a rare yacht, a 1982 HARTLEY FIJIUM MARK II which has just completed an 18 month South Pacific cruise. This yacht was built in Australia under Lloyds of London supervision. All gear is oversize and of top quality. This includes features like 2 collision water tight bulkheads and insulated wood finished interior. The equipment list and sail inventory are extensive making this yacht ready to return to the cruising waters anywhere in the world. This fine yacht is 51' overall and has accommodations for 6. Listed way below market value — at \$105,000. For details on this unique yacht, give us a call.



LANCER 28. inboard, wheel steering, full instruments, trailer, excellent condition. Owner says "sell her today, I'll listen to any offer!"

Paul Kaplan, Christine Kaplan, Mary Jo Foote, Hank Easom, Cindy Revel, Carolyn Revel, Craig Shipley, Lisa Salvetti, Rolio D. Dog.



THANK YOU



We at City Yachts would like to express our appreciation to our clients who have made 1984 such an enjoyable year for us. It has been a privilege to have served you and we are grateful for your patronage.

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All of us would like to wish you a Happy Holiday Season and a Healthy 1985 and of course, fair winds and smooth sailing.



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